

384TH BOMB GROUP  
544<sup>TH</sup> BOMB SQUADRON

# MACR

# 296

DATE ..... 1943-08-17  
8<sup>TH</sup> AF MISSION ..... 84  
384<sup>TH</sup> BG MISSION ..... 17  
CRASH LOCATION ..... Niederheimbach, Ger  
B-17F AIRCRAFT SERIAL # ..... 42-29956

| Position                   | Rank and Name                           | Condition |
|----------------------------|-----------------------------------------|-----------|
| Pilot                      | 2 <sup>nd</sup> Lt. Jesse D Hausenfluck | KIA       |
| Co-Pilot                   | 2 <sup>nd</sup> Lt Donald B MacKenzie   | KIA       |
| Navigator                  | 2 <sup>nd</sup> Lt Charles W Everson    | POW       |
| Bombardier                 | 2 <sup>nd</sup> Lt Robert J Kennedy     | POW       |
| Radio Operator             | T/Sgt John R Kelly                      | POW       |
| Engineer/Top Turret Gunner | S/Sgt John T Kilcourse                  | POW       |
| Ball Turret Gunner         | S/Sgt James A Traylor                   | POW       |
| Tail Gunner                | S/Sgt John C Blauer                     | POW       |
| Waist Gunner               | T/Sgt Thomas B Randolph                 | POW       |
| Left Waist Gunner          | S/Sgt Sebastian Bucheri                 | POW       |

POW – Prisoner Of War; KIA – Killed In Action

296

~~RESTRICTED~~

Classification changed  
to ~~RESTRICTED~~  
by E. A. BRADONAS, Lt. Col., AG  
by F. M. MUEHCH, Capt., AG  
Date NOV 1 1960

8/30/21/5

~~RESTRICTED~~

KU 70 Aug. 17, 1943

1313

1320

Fortress.

Confirmation of L.P. No.  
103 921/43 Aug. 28, 1943.

Glauer, John C., S/Sgt. Ident Tag 19 060153.  
Taken prisoner.

CASE UNDER  
INVESTIGATION

WACK # 296

FORM 371 (Rev. 10-1-47)

DATE 10 OCTOBER 1947

1. T. SULLIVAN

John R. Kelley  
16 W. Blenheim St.  
Iowa City Iowa



Commanding General  
Army Air Force  
Attention: AFPP-8  
Washington 25, D. C.

APB

~~CONFIDENTIAL~~

AS 360.33 2nd Ind.  
HQ SAC, MEUSA, APO 871, 27 August 1943.

# 296

WHD/vr

To: Commanding General, Army Air Forces, Washington, D.C.  
Attention: Statistical Control Division.

Forwarded in compliance with letter, War Department, 23 May 1943,  
file AS 360.33 (5-21-43) CM-S-AF-H.

For the Commanding General:

R. W. BRUNER,  
2nd Lt, ASD,  
Asst Adj Gen.

12 Incls:

- Incl 1-Missing Air Crew Report (AF 42-30104) (Dup copy w/a)
- Incl 2-Missing Air Crew Report (AF 42-3231) (Dup copy w/a)
- Incl 3-Ltr HQ AAF 8th 106 Cth 12 Aug 43, statement of  
1st Lt Jesse D. Hunsacker. (Dup copy w/a)
- Incl 4-Missing Air Crew Report (AF 42-3806) (Dup copy w/a)
- Incl 5-Missing Air Crew Report (AF 42-30045) (Dup copy w/a)
- Incl 6-Missing Air Crew Report (AF 42-29686) (Dup copy w/a)
- Incl 7-Missing Air Crew Report (AF 42-30147) (Dup copy w/a)
- Incl 8-Missing Air Crew Report (AF 42-3422) (Dup copy w/a)
- Incl 9-Missing Air Crew Report (AF 42-3830) (Dup copy w/a)
- Incl 10-Missing Air Crew Report (AF 42-30139) (Dup copy w/a)
- Incl 11-Missing Air Crew Report (AF 42-3777) (Dup copy w/a)
- Incl 12-Missing Air Crew Report (AF 42-29936) (Dup copy w/a)

OCT 25 1943



RECEIVED

Air A. G.

~~CONFIDENTIAL~~



Classified by RESTRICTED

HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

MISSING AIR CREW REPORT

T. A. BRADUNAS, Lt. Col., AO  
P. M. WUENCH, Capt., AO  
Date 1946

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

- ORGANIZATION: Location AAP Station No 106; Command or Air Force VIII  
Group 384; Squadron 544; 106 Squadron
- SPECIFY: POINT of Departure AAP Station No 106; As briefed  
Intended Destination Schneifurt Germany; Type of Mission combat
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Lowering aircraft
- GIVE: (a) Date 17-Aug-43 Time 1423; and Location over enemy coast  
of last known whereabouts of missing aircraft.  
(b) Specify whether (X) Last Sighted; ( ) Last contacted by Radio;  
( ) Forces Down; ( ) Seen to Crash; or ( ) Information not Available.
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) ( ) Enemy Aircraft; ( ) Enemy Anti-Aircraft; ( ) Other Circumstances as follows Ship 956 continued losing altitude and falling back. Ship not on fire.
- AIRCRAFT: Type, Model and Series; A.A.P. Serial Number 42-29956
- ENGINES: Type, Model and Series; A.A.P. Serial Number (a) 42-78430  
(b) 41-58466; (c) 43-60467; (d) 43-573775
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)  
(a) \_\_\_\_\_; (b) \_\_\_\_\_; (c) \_\_\_\_\_; (d) \_\_\_\_\_  
(e) \_\_\_\_\_; (f) \_\_\_\_\_; (g) \_\_\_\_\_; (h) \_\_\_\_\_
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty  
or (b) Non-Battle Casualty
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew \_\_\_\_\_; Passengers \_\_\_\_\_; Total \_\_\_\_\_  
(Starting with pilot, furnish the following particulars; if more than 10 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form).

| Crew Position       | Name in Full<br>(Last Name First) | Rank         | Serial<br>Number           |
|---------------------|-----------------------------------|--------------|----------------------------|
| 1. Pilot            | <u>Hausenflink James D.</u>       | <u>2/Lt</u>  | <u>0-665205</u>            |
| 2. Co-pilot         | <u>Mac Karsia Donald B.</u>       | <u>2/Lt</u>  | <u>0-735619</u>            |
| 3. Navigator        | <u>Everson Charles W.</u>         | <u>2/Lt</u>  | <u>0-795222</u> <u>RTD</u> |
| 4. Bombardier       | <u>Kennedy Robert J.</u>          | <u>2/Lt</u>  | <u>0-734709</u> <u>RTD</u> |
| 5. Radio Operator   | <u>Kelly John R.</u>              | <u>1/Sgt</u> | <u>19071826</u> <u>RTD</u> |
| 6. Top Turret       | <u>Kilbourne John T.</u>          | <u>2/Sgt</u> | <u>33054193</u> <u>RTD</u> |
| 7. Ball Turret      | <u>Traylor James A.</u>           | <u>2/Sgt</u> | <u>14150399</u> <u>RTD</u> |
| 8. Tail Gunner      | <u>Blaser John C.</u>             | <u>2/Sgt</u> | <u>19060153</u> <u>RTD</u> |
| 9. Flexible Gunner  | <u>Randolph Thomas B.</u>         | <u>1/Sgt</u> | <u>35477614</u> <u>RTD</u> |
| 10. Flexible Gunner | <u>Buchari Sebastian</u>          | <u>2/Sgt</u> | <u>31108556</u> <u>RTD</u> |

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

| Name in Full<br>(Last Name First) | Rank       | Serial<br>Number | Contacted<br>by | Last<br>Sighted | Check Only One Column<br>Saw Saw For ced<br>Crash Landing |
|-----------------------------------|------------|------------------|-----------------|-----------------|-----------------------------------------------------------|
| 1. <u>James Randolph</u>          | <u>P/O</u> | <u>T-0327</u>    | <u>X</u>        |                 |                                                           |
| 2. _____                          |            |                  |                 |                 |                                                           |
| 3. _____                          |            |                  |                 |                 |                                                           |

- IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify)
- ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE

Date of Report 18 August 1943  
J. J. McNeil  
(Signature of Preparing Officer)

## CASUALTY QUESTIONNAIRE

296

1. Your name Kelley John R Rank T/597 Serial No. 19071826
2. Organization 384 Gp Commander Bud Peaslee (1943) Rank LT. Col Sqn CO NUTTAL Rank CAPT. (full name)
3. What year 1943 month AUGUST day 17 did you go down? 1
4. What was the mission, SWINEFURT, target BALL BEARING PLANT, target time, No Knowledge, altitude, 24000 route scheduled, --- route flown NO Knowledge
5. Where were you when you left formation? APPROXIMATELY 10 MIN BEFORE TARGET
6. Did you bail out? YES
7. Did other members of crew bail out? YES - ALL EXCEPT PILOT
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". THE FOLLOWING MEN OF CREW BAILED OUT IMMEDIATELY IN ORDER OF NAMES: 1. JAMES A TAYLOR (SGT) 2. JOHN BLAIR SGT - 3. ROBERT KENNEDY 2nd LT 4. DONALD MACKENZIE 2nd LT - 5. CHARLES EVERSON 2nd LT 6. SEBASTIAN BUCHERIE SGT - 7. THOMAS RANDOLPH TSGT 8. MYSELF - 9. JOHN HOLCOURSE SGT
9. Where did your aircraft strike the ground? IT BLEW UP IN MID AIR
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) THE PILOT WAS IN IT WHEN IT BLEW UP IN MID AIR (LT. HAUSCHFLUCK)
11. Where were they in aircraft? LT. HAUSCHFLUCK - IN PILOT'S SEAT
12. What was their condition? LT. HAUSCHFLUCK - WOUNDED IN LEGS
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)



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: HAUSEN FLUCK, Jesse D.  
Rank: 2nd Lt.  
Serial number: 0-665 305  
Position: Crew (Bomber) ~~and Pilot of B-24~~: Pilot

Did he bail out? No

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

If not, why not? He remained at controls to give others time to do so.

Last contact or conversation just prior to or at time of loss of plane: He was calling for the engineer who had left already.

Was he injured? yes, his voice seemed to indicate so.

Where was he when last seen? sitting at the controls.

Any hearsay information: According to the navigator (Lt. C. D. EVERSON) he was injured in the legs, and seemed unable to move without difficulty.

Source: NAVIGATOR (LT EVERSON)

Any explanation of his fate based in part or wholly on supposition: Little doubt remains in my mind that he was in the ship when it blew up. I was the last man to hear him - 10 seconds later I bailed out and the plane exploded 2 or 3 seconds later.

Total number of missions of above crew member: 10

Dates and destinations if possible: SPECIFIC DATES NOT AVAILABLE.

He flew from June 31 to Aug. 17, 1943.

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: MacKILLIE, Donald B.Rank: 2nd Lt.Serial number: 9- 735 619Position: Crew (Bomber) ~~Navigator (Navigator)~~: Co-PilotDid he bail out? YesWhere? Edwiz Knew - (viewers APP. 10 MIN. BEFORE TARGET (SWING FURT))

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

Last contact or conversation just prior to or at time of loss of plane: NothingSPECIFIC - He were To busy To TalkWas he injured? Yes - in the chestWhere was he when last seen? AT Co-PILOT ESCAPED.Any hearsay information: ① He died within a couple of hoursAFTER HITTING GROUND IN A GERMAN HOSPITAL② A JACKET WAS SEEN WITH BLOODY HOLE IN CHEST AND HIS NAME ON THE NAME PLATESource: ① NAVIGATOR (LT KENNEDY) ② BALL TURRET GUNNER (JAMES TRAYLOR)Any explanation of his fate based in part or wholly on supposition: AS THE PILOTS COMPARTMENT RECEIVED THE BRUNT OF THE EXPLOSION OF ENEMY'S 20MM. IT SEEMS VERY IMPROBABLE THAT ANYONE THERE COULD HAVE ESCAPED SERIOUS INJURYTotal number of missions of above crew member: 10Dates and destinations if possible: NOT AVAILABLE (SAME AS PILOT)

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: H A U S E N T L U C K , Jesse D.  
Rank: 2nd Lt.  
Serial number: 0-665 305  
Position: Crew (Bomber) ~~co-pilot (Fighter)~~: Pilot

Did he bail out? NO KNOWLEDGE

Where? .. ..

If not, why not? WOUNDED - SHIP BLEW UP -

Last contact or conversation just prior to or at time of loss of plane: AFTER ATTACK FROM 4 FIGHTERS - THAT CAME IN AT 11 O'CLOCK LEVEL - PILOT + CO-PILOT HIT, ENGINES 1 and 2 HIT OIL + GAS LAUGHT FIRE

Was he injured? YES -

Where was he when last seen? IN PLANE

Any hearsay information: (ENG. AND NAV.) HURT IN LEFT SIDE OF BODY LEGS - WAS NOT TALKING - (NAV.) BLOOD WAS COMING THROUGH FLOOR OF COCKPIT - WHEN HE AND BOMBARDIER STARTED FOR ESCAPE HATCH

Source: ENG. AND NAV.

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

Total number of missions of above crew member: ON THE 11<sup>TH</sup> MISSION.

Dates and destinations if possible: AMIENS, FRANCE - PARIS, FRANCE - OSLO NORWAY - KIEL - KASSEL - GLESENKURH - (SCHWEINFURT - AUG. 17-1943)

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: MACKENZIE, Donald B.  
 Rank: 2nd Lt.  
 Serial number: 0-735 619  
 Position: Crew (Bomber) ~~was Pilot (Pilot)~~: Co-Pilot

Did he bail out? NO KNOWLEDGE

Where? —

If not, why not? SAME AS PILOT

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

SAME AS PILOT

Was he injured? YES

Where was he when last seen? IN PLANE

Any hearsay information: LEFT SLEEVE OF JACKET

WAS WET WITH BLOOD -

Source: LING AND NAV. —

Any explanation of his fate based in part or wholly on supposition: —  
WHEN I REACHED THE STALAG AT FRANKFURT. I SAW HIS JACKET  
WITH NAME PLATE AND 504 SQUADRON INSIGNIA. THIS JACKET WAS  
PILED IN THE CORNER OF A ROOM. LEFT SLEEVE LOOKED WET AND BURNED  
AND APPEARED TO HAVE BEEN IN CONTACT WITH FIRE.  
THIS JACKET BELONGED TO MACKENZIE - BECAUSE I PICKED IT UP  
AND SAW NAME AND INSIGNIA.

Total number of missions of above crew member: ON 11<sup>TH</sup> MISSION

Dates and destinations if possible: SAME AS PILOT.

## CASUALTY QUESTIONNAIRE

14150399

1. Your name JAMES A THAYLOR Rank S/SGT Serial No. 14150399
2. Organization 394 TH. B.F. PEADLEY Gp Commander Rank COL Sqn CO NETTLE Rank MAJ.  
(full name) (full name)
3. What year 1943 month AUG. day 17 did you go down?
4. What was the mission, SCHWEINFURT, GERMANY, target, \_\_\_\_\_, target  
time, \_\_\_\_\_, altitude, \_\_\_\_\_ route scheduled, \_\_\_\_\_  
\_\_\_\_\_, route flown AS ORDERED
5. Where were you when you left formation? IN FRANKFURT AREA
6. Did you bail out? YES
7. Did other members of crew bail out? YES
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".  
LOOK ON BACK
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) I CAN'T SAY THAT THERE WAS ANY ONE IN PLANE WHEN IT HIT GROUND.
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? I SAW EVERY MEMBER OF CREW EXCEPT PILOT AND CO-PILOT. JOHN R. KELLEY WAS IN LEG. WE WERE ALL IN THE SAME CAMP CAMP - THAT IS ALL ENLISTED WERE IN SAME CAMP. COULD NOT SAY.
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)



THERE WAS NO CREW LIST ATTACHED.

MY SELF AND FOLLOWING WERE PICKED UP AT ABOUT THE SAME TIME.  
WERE TAKEN TO THE SAME JAIL.

H. E. W. EVERSON.

H. R. J. KENNEDY.

T. T. O. RANDOLPH.

JOHN R. KELLEY.

J. T. KILCOURSE.

S. BUCHER.

} WERE PICKED UP IN THE SAME AREA.

JOHN BLAUER - WAS NOT PICKED UP UNTIL ~~THE NEXT~~  
AFTER DARK LATER.

NO INFORMATION OTHER THAN ALREADY GIVEN BY  
PILOT AND CO-PILOT.

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: HAUSEN FLUCK, Jesse D.  
Rank: 2nd Lt.  
Serial number: 0-665 305  
Position: Crew (Bomber) ~~and flight leader~~: Pilot

Did he bail out? Yes

Where? Over the ocean

If not, why not? He was not seen to bail out.

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

Was he injured? He was not seen to be injured.

Where was he when last seen? Over the ocean

Any hearsay information: None

Sources: None

Any explanation of his fate based in part or wholly on supposition: He was seen to bail out.

Total number of missions of above crew member: One

Dates and destinations if possible: None

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **MacKINNON, Donald B.**  
 Rank: **2nd Lt.**  
 Serial number: **0-795 619**  
 Position: Crew (Bomber) ~~MacKinnon (Pilot)~~: **Co-Pilot**

Did he bail out? Yes

Where? Over the North Sea

If not, why not? He was not seen to bail out.

Last contact or conversation just prior to or at time of loss of plane: He was seen to bail out.

He was seen to bail out.

Was he injured? No

Where was he when last seen? Over the North Sea

Any hearsay information: He was seen to bail out.

He was seen to bail out.

He was seen to bail out.

He was seen to bail out.

Source: He was seen to bail out.

Any explanation of his fate based in part or wholly on supposition: He was seen to bail out.

He was seen to bail out.

He was seen to bail out.

He was seen to bail out.

He was seen to bail out.

Total number of missions of above crew member: One

Dates and destinations if possible: He was seen to bail out.

He was seen to bail out.

He was seen to bail out.

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: H A U S E N F L U C K, Jesse D.Rank: 2nd Lt.His correct rank is 1st LieutenantSerial number: 0-665 305Position: Crew (Bomber) ~~on Flight (Fighter)~~: PilotDid he bail out? I do not think so.Where? (none)If not, why not? He had been hit, in the leg, by a 20 mm. cannon shell.Last contact or conversation just prior to or at time of loss of plane: He gave the order to bail out to the rest of the crew--that was right after we had pulled out of formation.Was he injured? Yes--he was wounded in the right thigh--injury looked seriousWhere was he when last seen? In the pilot's seat trying to keep the plane under control.Any hearsay information: No hearsay information of any kind. As far as I could find out I was the last one to see the pilot and co-pilot alive. There was never even a rumor that either one bailed out.Source: (NONE)Any explanation of his fate based in part or wholly on supposition: When I left the cockpit to bail out, he did not have his chute on, and it is my idea, that he never had the time or chance to bail out before the plane exploded. I say this because by the time I bailed out and the chute opened (it was a delayed jump) our plane was just a puff of black smoke in the sky.Total number of missions of above crew member: (Eleven) 11--Dates and destinations if possible: (1) 28 June 1943--Beaumont le Roger, France (2) 29 June 1943--Villa Coublay, France (3) 4 July 1943--Le Mans, France (4) 24 July 1943--Heroya, Norway (5) 28 July 1943--Kassel, Germany (6) 29 July 1943--Helgoland, Germany (7) 30 July 1943--Kassel, Germany (8) 12 August 1943--Gilsenkerchen, Germany (9) Poix & Amiens, France--15 August 1943 (10) 16 August 1943--Le Bourget, France (11) 17 August 1943--Schweinfurt, Germany.

*John T. Killebourse*  
 John T. Killebourse 6-3861, AF  
 T/SGT. 33 054 193

## CASUALTY QUESTIONNAIRE

1. Your name John T. Kilcourse Rank T/Sgt. Serial No. 33 054 193  
Budd J. William
2. Organization 384 Bomb Commander Peaslee Rank Col. Sqn CO Gilmore Rank Captain  
(full name) (full name)
3. What year 1943 month August day 17th did you go down?
4. What was the mission, eleventh (11th), target, Schweinfurt, Germany, target  
time, 1400, altitude, approx. 20,000 feet route scheduled, no knowledge  
route flown no knowledge
5. Where were you when you left formation? Had just reached the I. P. when we were hit--  
somewhere between I. P. and the target.
6. Did you bail out? Yes.
7. Did other members of crew bail out? Yes--bombadier, navigator, radio operator and  
assistant, tail gunner and ball-turret gunner.
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". All other crew members,  
beside the pilot and co-pilot are safe--I do not know how or where they bailed out.
9. Where did your aircraft strike the ground? The plane exploded in mid air.
10. What members of your crew were in the aircraft when it struck the ground? (Should  
cross check with 8 above and individual questionnaires) I think the Pilot (James D.  
Hausenfluck) and Co-Pilot (Donald B. Mac Kenzie) were both still in the plane  
when it exploded.
11. Where were they in aircraft? In the cockpit.
12. What was their condition? Both had been injured. Just how seriously I do not know.
13. When, where, and in what condition did you last see any members not already des-  
cribed above? All the other members (XENIXIA) of the crew bailed out safely, were  
taken prisoner by the Germans and finally liberated and are now back in the States.
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)



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INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: HAUSENVLUCK, Jesse D.  
 Rank: 2nd Lt.  
 Serial number: O-665 305  
 Position: Crew (Bomber) ~~Navigator~~ Pilot

Did he bail out? Not to my knowledge

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

If not, why not? Not definitely known

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

He gave the order to bail out over the inter-phone

Was he injured? Not definitely known

Where was he when last seen? In the pilot's seat

Any hearsay information: (I) He called for assistance after most of the crew had left the ship. Why he wanted the engineer, Sgt. John Kilcourse, is unknown.

(II) The Germans reported him dead.

Source: (I) Sgt. John Kelly, radio operator (II) Major McMillan, Deputy CO/ 384th Bomb. Gp.

Any explanation of his fate based in part or wholly on supposition: He was wounded and unable to bail out before the ship exploded, or he stayed too long to make sure the crew was all out, and was caught by the explosion.

Total number of missions of above crew member: Eleven

Dates and destinations if possible: Beaumont le Roger, Fr., Le Mans, Fr., Villacoublay, Fr., Heroya, Norway, Kiel, Ger., Kassel, Ger., Hannover, Ger., Gelsenkirchen, Ger., Poix & Amiens, Fr., Le Bourget, Fr., Schweinfurt, Ger.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Mackenzie, Donald B.  
Rank: 2nd Lt.  
Serial number: 0- 735 619  
Position: Crew (Bomber) and Navigator (Navigator): Co-Pilot

Did he bail out? Yes

Where? over St. Goarshausen, Germany

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

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

I personally saw him bail out at the navigator's escape hatch, just/  
at my position.

Was he injured? Not noticeably

Where was he when last seen? bailing out

Any hearsay information: Germans reported him in one of their hospitals.

Source: Sgt. John Kelly, radio operator.

Any explanation of his fate based in part or wholly on supposition: Even though I  
very definitely didn't see any signs of his being wounded, I believe  
he was severely wounded before he bailed out. This would explain his  
leaving via the hatch instead of the bomb-bay as called for by SOP. I  
believe he suffered chest wounds on his left side--his right was toward me.

Total number of missions of above crew member: Ten (10) to Fr., Le Mans, Fr.

Dates and destinations if possible: Beaumont le Roger, Fr., Le Mans, Fr., Villacoublay, Fr., Heroya, Norway, Kiel, Ger., Kassel, Ger., Gelsenkirchen, Ger., Poix & Amiens, Fr., Le Pourcet, Fr., Schweinfurt, Ger.

I saw Lt. Mackenzie's leather flying jacket when it was given to another prisoner. It had holes in front and back on the left side; the left sleeve was stiff as though with dried blood.

6-3861, AF

## CASUALTY QUESTIONNAIRE

1. Your name EVERSON, CHARLES WILLIAM Rank 1st Lt. Serial No. 0-795222
2. Organization 384th Gp Commander PHILIP J. PEASLEE Col COW H. GILMORE Capt. PEASLEE  
(full name) (full name)
3. What year 1943 month August day 17 did you go down?
4. What was the mission, demolition, target, Schweinfurt, Germany target time, ?, altitude, 24,000 (approx.) route scheduled, ?  
route flown ?
5. Where were you when you left formation? over St. Goarshausen, Germany
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes, all excepting the pilot, 1st Lt., JESSE D. HAUSEN FLUCK
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. Robert J. Kennedy, note escape hatch, directly on bail out order; Lt. Evelyn following Lt. D.E. Mackenzie who followed Lt. Kennedy; Sgt. Randolph, tail gunner, via tail hatch after several air victories. Rest of crew: "No Knowledge".
9. Where did your aircraft strike the ground? Reportedly exploded in air
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) Lt. Hausenfluck
11. Where were they in aircraft? Left pilot's seat
12. What was their condition? wounded
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)

- Item 1
1. On this day a plane crashed near Niederheimbach and guard was placed over the population of the locality.
  2. Unfortunately, this citizen was killed in the war.
  3. What I can recall is that this soldier was captured later at the Niederheimbach train station by a guard waiting for his transportation.
  4. We kids- I am the class of 1935 (born in 1935)-could not yet understand why this must be.
  5. Our teacher led us to the airplane's crash site, for every non-German was an enemy.
  6. As a child, one believed much of what later is seen as madness.
  7. My father and also some acquaintances lost their lives in the war.
  8. Caring people still only realize what little more can happen.
  9. It is all the same whether black or white, American or German-we should extend a hand to each other.
  10. A war is a crime.
  11. Naturally, I will start an investigation about finding out what happened with the two dead crew members.
  12. I shall send you an answer.

Item 2

1. Yesterday I spoke again personally to Mr. Fink, I would like to tell you a supplement to a couple of accounts on the airplane crash on 13 Aug 43.
2. After statements from Mr. Fink and his mother, who lived immediately in the vicinity of the crash sites and lives there today, searched for information to report.
3. The airplane spun several times in the Lorch-Niederheimbach region with a full crew.
4. It gave the impression that the pilot intended to try more favorable landing place.
5. Then he found presumably nothing, he let the crew bail out in Lorch, pulled a turn around once more over Lorch and Niederheimbach and then got out.
6. The machine had tail rudder damage when the first piece broke off and fell to the ground.
7. The pilot must be the man I guess that I reported about in my first letter.
8. Very much ammunition fell to the ground from the two pieces.
10. After the crash, a Fiesler Storch landed in the vicinity of the crash sites and they looked at the airplane.
11. The fighters knew who had shot down the airplane.
12. Whether the above is still important, I don't know.

Item 3

1. Many thanks for the friendly greetings with the postcard.
2. Meanwhile I have received a letter from Mr. James Traylor date from 19 Sept. a copy of which is enclosed.
3. In spite of vacation and sickness unfortunately, I now come to this answer.
4. In the mean time, I have discovered of course that a machine crashed in the vicinity of St. Goarshausen.
5. In the enclosed maps, I sketched out the crash site.
6. I could not find photos or magazine articles.
7. We have little in our archive from the that time about war time events, I will try again to get information.
8. If I find something that reports this crash, I will inform you.
9. May I ask you to tell Mr. Traylor.

Item 4

1. In the death books of the catholic church parish of St. Goarshausen and in the old chronicles of the parish are no statements to be found about the accident which you described.
2. Inquiries by old community members remain likewise resultless.
3. I regret that I can not help you further and suggest that you contact other more experienced institutions.

Item 5A

1. In response to your inquiry about the crash of a bomber airplane on 17 Aug 43, I can only tell you about records from the catholic church chronicles.
2. Other statements (records) are not available in the archive, also, I could get no further information relative to your question.
3. I am sorry that I can give you no concrete information.
4. Records from this time are unfortunately only sparsely available.

Item 5B

1. According to the armed forces report we heard that Bonn and Bochum were especially stunned.
2. After the attack on Schweinfurt on 17 Aug between 3 and 4 o'clock in the afternoon, a parachute fell from an abandoned airplane over our district base.
3. Over our meager sky sector, some 12 parachutes floated slowly to the ground from a great height.
4. One flyer landed by the Offenthal courtyard.
5. One airplane crashed near Niederheimbach in the vineyard, the street was full of people.
6. According to this report a machine crashed in Niederheimbach some 15 km from here, on the left bank of the Rhine, perhaps you could find out something.

Item 6

1. On 9 Dec, I received your letter with the documentation for the investigation about the airplane crash respective to the parachutist from the parish of Bacharach.
2. I myself can still remember 17 Aug 43, that was something special, that on the clear day such a number of bomber boxes as we often times called them flew back over us.
3. Also, the many soldiers who hung like mushrooms in the sky by their parachutes, I can still see.
4. One such parachute came to earth in our vicinity.
- 4A. The soldier, he could have been Canadian, had a noticeable size cut about 190-200 cm.
5. His age would be estimated at 30 years old by memory.
6. After his arrest, by means of a young man from the village who was in the vicinity of Ort Niederheimbach they took the train in the direction off Bingen.
7. The engineers who at this time were stationed in Niederheimbach were watching him and protecting him against the encroachment of the excited population.
8. I can not remember what caused the airplane shoot down, the machine flew very low over the Rhine Valley, so that one must have been afraid it might break up on the ground at any moment.
9. Possibly he got through the valley where Niederheimbach is located, flew over the village and up on the mountain side, striking the common field 800m, forcing an evacuation.
10. It is hardly assumed that one pilot was deemed to still be on board and preventing the machine from crashing into the village.
11. It should not be judged that no crew members were in the airplane.
12. After the crash, the military police arrived and blocked off a large area on account of the danger of exploding ammunition.
13. Little cylinders were seen on board similar to tanks from 20cm to 50cm long.
- 13A. This statement came from Mr. Franz Fink who at that time was still a boy.
- 13B. He remembers that his father had driven these tanks to the train station.
14. He thought that the machine had no bomb bay.



Herrn Anton Handelsberger.

Betr.: Brief vom 13. Sept. 95 an die Gemeinde Niederheimbach -

Absturz eines Flugzeugs am 17. Aug. 1943.

- ① An diesem Tag ist bei Niederheimbach ein Flugzeug abgestürzt und ein Besatzungsmitglied durch einen Bürger aus dem Ort gestellt worden. ② Leider ist dieser Bürger im Krieg gefallen. ③ Auf was ich mich noch entsinnen kann ist, das dieser gefangen-genommene Soldat später am Bahnhof von Niederheimbach von einem deutschen Soldaten bewacht, auf seinen Abtransport wartete. ④ Wir Kinder - ich bin Jahrgang 1935 - konnten noch nicht verstehen warum dies sein mußte. ⑤ Unsere Lehrer führten uns zu der Absturzstelle des Flugzeugs um weiszumachen, das jeder Nichtdeutsche ein Feind wäre. ⑥ Als Kind glaubte man vieles was später als großer Wahnsinn angesehen wurde. ⑦ Mein Vater und auch einige Bekannte verloren ihr Leben im Krieg. ⑧ Mögen doch nur alle Menschen einsehen das so etwas nicht mehr vorkommen darf. ⑨ Es ist doch egal ob schwarz oder weiß - Amerikaner oder Deutscher - wir sollten uns lieber die Hand reichen, wenn auch die Sprachen verschieden sind. ⑩ Ein Krieg ist ein Verbrechen. ⑪ Natürlich werde ich weitere Nachforschungen anstellen um heraus zu finden was mit den beiden toten Besatzungsmitgliedern ge-schehen ist. ⑫ Ich werde Ihnen dann eine Antwort zukommen lassen. ⑬ Grüßen Sie ihren Briefpartner von mir und den Niederheimbachern die mitgeholfen haben das ich Ihnen dies mitteilen kann.

Mit freundlichen Grüßen.

Werner Bauer



Sehr geehrter Herr Delbrügge!

① Nachdem ich gestern mit Herrn Fink noch einmal persönlich gesprochen habe möchte ich Ihnen nachträglich ein paar Ergänzungen zu dem Flugzeugabsturz am 13.08.1943 mitteilen.

② Nach Aussagen von Herrn Fink und seiner Mutter, die er extra aufgesucht hatte, und die in unmittelbarer Nähe des Absturzplatzes wohnte bzw. heute noch wohnt, wäre noch folgendes zu berichten. Das Flugzeug sei mehrere Male im Bereich Lorch - Niederheimbach gekreist mit voller Besatzung. Es hat den Anschein erweckt als wolle der Pilot einen günstigen Landeplatz suchen. Da er vermutlich nichts fand ließ er die Besatzung in Lorch abspringen, zog noch einmal eine Kurve über Lorch und Niederheimbach und stieg dann aus.

③ Die Maschine hatte einen Leitwerkschaden denn davon waren die ersten Teile abgebrochen und zu Boden gefallen. Der Pilot muß wohl der Mann gewesen sein, von dem ich in meinem 1. Brief berichtet habe. Was die Behälter betrifft sollen sie zwei Öffnungen gehabt haben, außerdem sei sehr viel Mg. Munition zur Erde gefallen sein. Nach dem Absturz sei ein Fieseler Storch in der Nähe des Absturzplatzes gelandet und habe sich das Flugzeug betrachtet. Mit an Bord soll der Pilot des Jägers gewesen sein der die Maschine abgeschossen hat.

④ Ob Ihnen noch etwas wichtiges mitgeteilt ist, weiß ich nicht.

Nochmals Grüße und alles Gute für die kommenden Feiertage.

Auf der Karte ist der Flugzeugabsturz mit ⊕  
Landung des Fieseler O  
Landung des Fallsch. \*  
markiert.

*Fieseler Storch*



#3  
Bahnhofstraße 8  
Postfach 1207  
56343 St. Goarshausen  
Tel.: 0 67 71 / 4 27 - Fax: 0 67 71 / 18 47

Archiv im Rathaus - Postfach 1207 - 56343 St. Goarshausen

Herrn  
Anton Handelsberger  
Kleinfeldgasse 3  
  
A 3435 Dürnrohr

04. Dezember 1995

Sehr geehrter Herr Handelsberger,

- ① vielen Dank für die freundlichen Grüße mit der Ansichtskarte.
- ② Inzwischen habe ich von Mr. James Traylor, mit Datum vom 19. Sept. die in der Kopie beiliegende Post erhalten. ③ Durch Urlaub, Krankheit und Ausstellung komme ich leider erst jetzt dazu diese zu beantworten.
- ④ Mittlerweile habe ich aber erfahren daß in der Nähe von St. Goarshausen doch eine Maschine abgestürzt ist. ⑤ In den beiliegenden Karten habe ich die Absturzstelle eingezeichnet. ⑥ Fotos oder Zeitungsberichte konnte ich noch nicht ausfindig machen.
- ⑦ Da wir von den damaligen Kriegseignissen in unserem Archiv nur ganz wenige Aufzeichnungen haben, werde ich versuchen weitere Informationen zu erhalten. ⑧ Sollte ich etwas finden was diesen Absturz betrifft werde ich Sie weiter informieren.
- ⑨ Darf ich Sie bitten dies Mr. Traylor mitzuteilen.

Mit freundlichen Grüßen

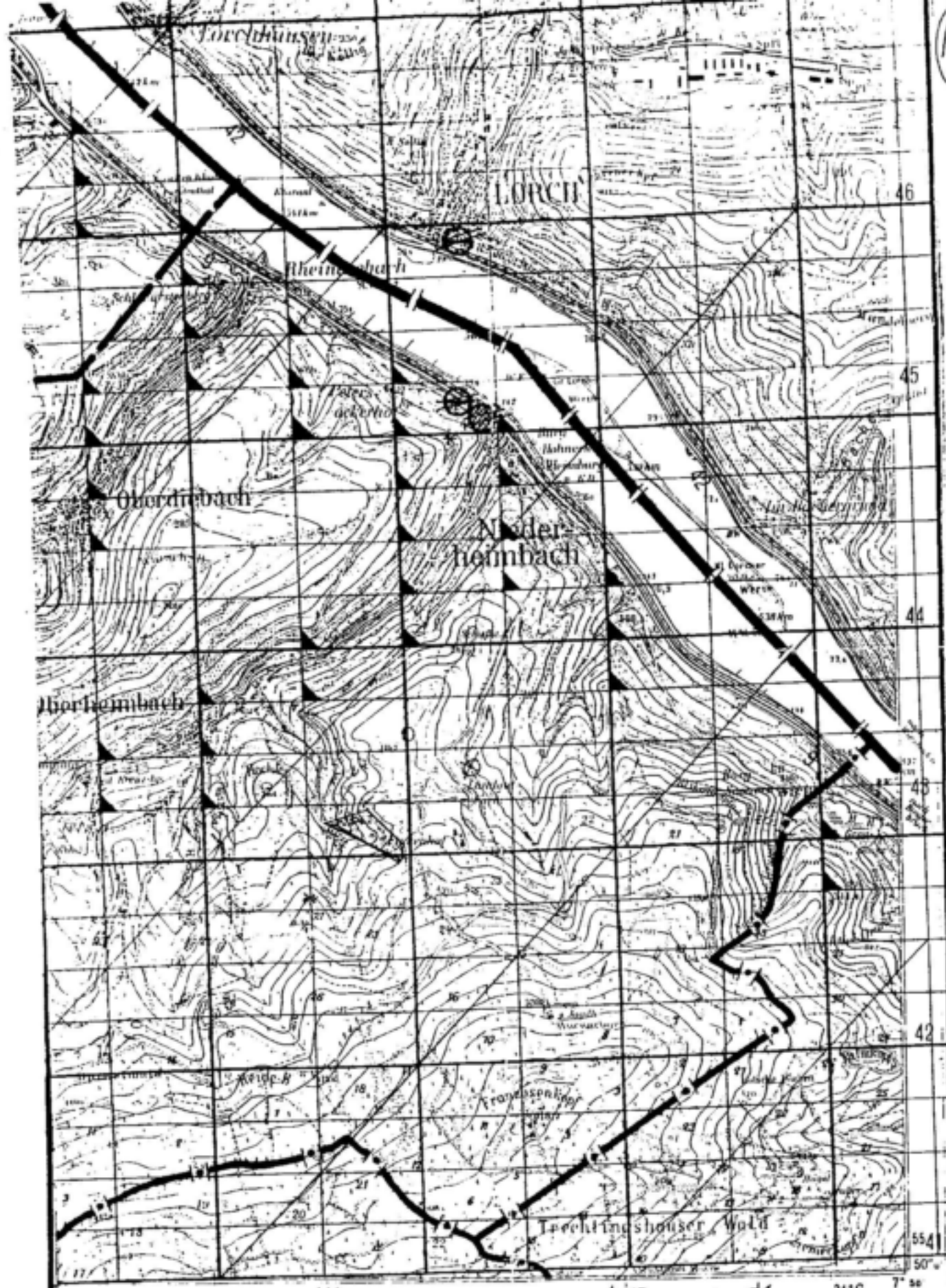
(Heinz Nassau)

1 Vorderseite / 1. Natur 2. Hoch





N. 9



die schwarzen<sup>13</sup> runden<sup>14</sup> Zeichen haben keine<sup>15</sup> Bedeutung<sup>16</sup>

ST. JOHANNES D. T. ST. GOARSHAUSEN

p.A.: DOLKSTRASSE 6  
56346 ST. GOARSHAUSEN  
Tel.: 06771/94000

~~HA~~

N = 6a

Kath. Kirchengemeinde Dolkstr. 6 56346 St. Goarshausen

Anton Handelsberger  
Kleinfeldgasse 3

A 3435 Dürnrohr

Nachforschung wegen Flugzeugabsturz in der Nähe von  
St. Goarshausen

Ihr Schreiben vom 16. August 1995

Sehr geehrter Herr Handelsberger,

① In den Sterbebüchern der katholischen Kirchengemeinde  
St. Goarshausen und in den alten Chroniken der Pfarrei sind  
keine Angaben über das von Ihnen geschilderte Unglück zu  
finden. Nachfragen bei älteren Gemeindemitgliedern blieben  
ebenfalls ergebnislos.

② Ich bedauere, Ihnen nicht weiterhelfen zu können und wünsche  
Ihnen, daß Sie bei anderen Stellen mehr in Erfahrung bringen.

Mit freundlichen Grüßen

i. A. Michelbach



Archiv im Rathaus - Postfach 1207 - 56343 St. Goarshausen

Postfach 1207

56343 St. Goarshausen

Tel.: 0 67 71 / 4 27 - Fax: 0 67 71 / 10 47

#5A N: 6

Herrn  
Anton Handelsberger  
Kleinfeldgasse 3  
A 3435 Dürndorf

04. September 1995

Sehr geehrter Herr Handelsberger,

- ① in Beantwortung Ihrer Anfrage über den Absturz eines Bombenflugzeuges am 17. August 1943, kann ich Ihnen nur eine Aufzeichnung aus der kathl. Kirchenchronik mitteilen.
- ② Andere Angaben sind hier im Archiv nicht vorhanden, auch nach Befragung konnte ich keine diesbezügliche Auskunft erhalten.
- ③ Es tut mir leid daß ich Ihnen keine konkrete Auskunft geben kann.
- ④ Aufzeichnungen aus dieser Zeit sind hier leider nur sehr spärlich vorhanden.

Mit freundlichen Grüßen

*Heinz Nassau*

(Heinz Nassau)



..... ① Laut Wehrmachtsbericht hörten wir daß besonders Bonn und Bochum betroffen waren.

② Nach den Tagesangriffen auf Schweinfurt am 17. August, zwischen 3 und 4 Uhr nachmittags, ging ein wahrer Fallschirmregen von abspringenden Flugzeugbesatzungen über unsere Gegend nieder.

③ An unserem schmalen Himmelsausschnitt schwebten etwa 12 Fallschirme aus großer Höhe langsam zu Boden. Ein Flieger landete beim Hof Offenthal, einer wurde unter heftiger Rede und Gegentede bei Wellmich aus dem Rhein gezogen. Ein Flugzeug stürzte bei Niederheimbach in die Weinberge, die Straße war voller Menschen, was eine Warnung der Bevölkerung nach sich zog. ....

④ Nach diesem Bericht ist eine Maschine in Niederheimbach abgestürzt, etwa 15 km von hier, auf der linken Rheinseite, vielleicht können Sie von dort etwas erfahren?

1 Am 09.12 erhielt ich Ihren Brief mit den Unterlagen für die Nachforschung über den Flugzeugabsturz bzw. den Fallschirmspringer von dem Pfarramt in Bacharach. Ich selbst kann mich noch an den 17.08.1943 erinnern, da es etwas besonderes war, daß am hellen Tag solch eine Anzahl von Bomberpuls, wie wir es damals nannten, über uns hinweg flogen. Auch die vielen Soldaten, die wie Pilze mit ihren Fallschirmen am Himmel hingen, sehe ich noch heute. Ganz in unserer Nähe kam ein solcher Fallschirm zur Erde. Der Soldat, er soll Kanadier gewesen sein, hatte eine auffallende Größe von circa 190-200 cm. Sein Alter wird heute in der Erinnerung auf 30 Jahre geschätzt. Nach seiner Gefangennahme durch einen jungen Mann aus dem Dorf wurde er in ein Lokal in den nahe gelegene Ort Niederheimbach gebracht, von wo aus er mit dem Zug in Richtung Bingen weg gefahren wurde. Die Pioniere, die zu dieser Zeit in Nh. stationiert waren bewachten ihn und schützten ihn auch gegen die Übergriffe der erregten Bevölkerung (Was man in dieser Zeit verstehen konnte.)

8 Was den Flugzeugabschluß betrifft kann ich mich noch erinnern, daß die Maschine sehr tief über das Rheintal flog, sodaß man befürchten mußte sie könne jeden Moment auf dem Boden zerschellen. Möglicherweise bekam sie durch das Tal, in dem Niederheimbach liegt, noch einmal etwas Aufwind und überflog das Dorf um auf der gegenüber liegenden Bergseite auf freiem Feld aufzuschlagen; circa 800 m von einem Aussiedlerhof entfernt. Es ist kaum anzunehmen daß sich noch ein Pilot an Bord befand und verhinderte, daß die Maschine auf das Dorf stürzte. Es sollen sich keine Insassen mehr in dem Flugzeug befunden haben. Nach dem Aufprall wurde es weiträumig von der eintreffenden Militärpolizei wegen der Explosionsgefahr der Bordmunition, abgesperrt.

13 An Bord sollen sich kleine Zylinder ähnliche Behälter befunden haben von einer Länge von 50 cm. und einem  $\varnothing$  von 20 cm. Diese Aussage stammt von Herrn Franz Fink der damals noch ein Junge war. Er erinnert sich, daß sein Vater

(14)  
diese Behälter zum Bahnhof fahren mußte. Er meint auch die Maschine habe keine Bombenschächte gehabt.

Nähere Informationen kann Ihnen vielleicht das :

Militärgeschichtliche Forschungsamt

Postfach 601122

14411 Potsdam

geben.

Ich hoffe Ihnen etwas weiter geholfen zu haben, werde aber weiter versuchen noch mehr Einzelheiten in Erfahrung zu bringen. Damit Sie nicht länger warten müssen heute diesen Brief. Sollten Sie an keinen weiteren Angaben interessiert sein geben Sie mir bitte Bescheid.

Mit freundlichem Gruß

**Gisela Didt**  
Ingelheimer Straße 14  
55442 Daxweiler  
Telefon 06724/8573

*Gisela Didt*

Anton Handelsberger  
Kleinfeldgasse 3  
A- 3435 Dümrohr

James Traylor

2780 Gibson  
Millbrook, Al 36054  
USA

Dümrohr, Sept. 22, 1995

Dear James,

Thanks very much for your letter of August 5, 1995.  
On August 17 I inquired at the town council and the Catholic parish of St.  
Goarshausen about the crash of your plane.

On September 4 I received the enclosed letter. It says that there are no documents in  
the town council's archives. In the church's chronicles however there is a passage  
(see enclosed copies in German) about a plane that crashed on August 17, 1943 in  
the vineyards near Niederheimbach. I had this passage translated for you.

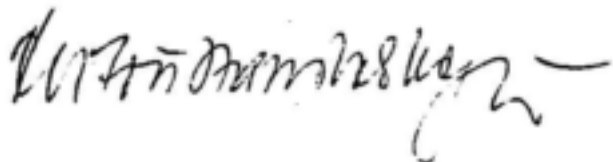
I sent an inquiry to the city council of Niederheimbach on Sept. 13. At the same time I  
asked a German correspondent of mine to call there and if necessary to go to  
Niederheimbach himself.

I will write to you when I have some information.

From July 1943 on, taking photographs of war damages or planes was prohibited by  
death penalty in Nazi Germany. Civilians avoided all contact with crew members.

I'm looking forward to receiving your MACRs- but please send them in xerox copies  
as in Austria it seems to be difficult to copy them from the microfiches.

Best regards





Archiv im Rathaus - Postfach 1207 - 56343 St. Gornshausen

Herrn  
Anton Handelsberger  
Kleinfeldgasse 3  
A 3435 Dürnrohr

04. September 1995

Sehr geehrter Herr Handelsberger,

in Beantwortung Ihrer Anfrage über den Absturz eines  
Bombenflugzeuges am 17. August 1943, kann ich Ihnen  
nur eine Aufzeichnung aus der kathl. Kirchenchronik  
mitteilen.

Andere Angaben sind hier im Archiv nicht vorhanden,  
auch nach Befragung konnte ich keine diesbezügliche  
Auskunft erhalten.

Es tut mir leid daß ich Ihnen keine konkrete Auskunft  
geben kann.

Aufzeichnungen aus dieser Zeit sind hier leider nur  
sehr spärlich vorhanden.

Mit freundlichen Grüßen

(Heinz Nassau)

*Stadtmuseum - Gornshausen*



extract from the chronicle of the Catholic parish St. Goarshausen

..... According to Wehrmacht reports we heard that especially Bonn and Bochum were affected.

After the day attacks on Schweinfurt on August 17, between 3 and 4 o'clock in the afternoon, a real rain of parachutes of jumping plane crews went down around us. In our small part of the sky about 12 parachutes slowly floated down to the ground. One airman landed near the farm Offenthal, another was pulled out of the Rhine near Wellmich. One plane crashed into the vineyards near Niederheimbach, the streets were full of people, which was followed by a warning.

.....

WE CAN ALWAYS COUNT ON  
KENNEDY TO MAKE A SPASIE

..... Laut Wehrmachtsbericht hörten wir daß besonders Bonn und Bochum betroffen waren.

Nach den Tagesangriffen auf Schweinfurt am 17. August, zwischen 3 und 4 Uhr nachmittags, ging ein wahrer Fallschirmregen von abspringenden Flugzeugbesatzungen über unsere Gegend nieder.

An unserem schmalen Himmelsausschnitt schwebten etwa 12 Fallschirme aus großer Höhe langsam zu Boden.

Ein Flieger landete beim Hof Offenthal, einer wurde unter heftiger Rede und Gegenrede bei Wellmich aus dem Rhein gezogen. Ein Flugzeug stürzte bei Niederheimbach in die Weinberge, die Straße war voller Menschen, was eine Warnung der Brvölkerung nach sich zog. ....

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Nach diesem Bericht ist eine Maschine in Niederheimbach abgestürzt, etwa 15 km von hier, auf der linken Rheinseite, vielleicht können Sie von dort etwas erfahren?

## The chronicles of the Catholic Church in St Goarshausen

.....The Army reported that both Bonn and Bochen had been were especially surprised.

After the days attack on Schweinfurt, 17 August 1943, out of the sky came rain of parachutes from a damaged aircraft at between 3 and 4 in the afternoon.

In our view of the sky there were about 12 parachutes that fell from great height to the ground. One of the flyers landed in Hof Offenthal and another , though there was much discussion about , is believed to have landed in Wellmich on the Rhine.

One aircraft crashed near Niederheimbach in the Vineyard. The street in the town was full of people who had no warning of the crash.

The plane crashed about 15 km from the church on the left bank of the Rhine - perhaps you can learn more from there.