

344th MISSING CREW REPORT

MACR# 4511

DATE - 10 May 1944

MISSION - Mons, Belgium Marshalling Yard

HIT BY FLAK over Brussels, Belgium

PLANE # 42-95856 7I-A Fertile Mertile

344TH BG 497TH BS

PILOT - 1st Lt. Fredrick Mackay Morrison 0-672172 (killed by flak)
COPILOT - 2nd Lt. Edward Wadleigh Borresen 0-816407 (POW)(RTD)
BOMB- S/Sgt. John George Erickson flying as bombardier 31190967 (killed)
RADIO/GUN - Sgt. Ralph Herbert Fitch 11122096 (killed)
ENG/GUN - Sgt. Joseph Leo Gusmann 32731416 (POW)(RTD)
TAIL/GUN - S/Sgt. Lindsay Merlin Oliver 17005855 (POW)(RTD)

344th Spread Sheet Info: Shot down by flak on the 10/5/44 mission to the Mons Marshalling yards. The aircraft flown by 1st Lt. Frederick Mackay Morrison took a direct hit between the forward bomb bay and the right wing, and exploded in mid air. Three of the crew managed to bail out of the aircraft which broke into several pieces, and survived. The pieces of the shattered aircraft came down in Brussels. A navigational error had taken the formation over a heavily flak defended area close to Brussels.

MACR Statement: Plane was hit by flak over Brussels, Belgium. The plane immediately burst into flames and exploded. Two parachutes were seen to leave the ship and land in Brussels. The debris of the plane was seen to land along the railroad in Brussels.

Enemy MACR Statement: Downed by anti aircraft. Explosion in air. Conflagration upon contact. To start investigation for fugitives or missing members of the crew, alarm was given to secret M.P. Brussels, at 1020 hours. Guarded by Special Depot Unit, Flemish Guard. Found Morrison, Fitch, and Ericsson killed. Borreson, Oliver, and Gusmann captured 1030 hrs transferred to Secret M.P. - Air Force, Brussels. Borreson and Gusmann taken to FW Concentration Point Headquarters. Oliver was wounded and admitted to Aieforce Hospital, St. Gillen.

Survivor MACR Statements: Regarding Ericsson; Did not bail out to my knowledge. He was in the nose of the plane. Not injured by flak to my knowledge. I last saw him on take-off. Sgt. Ericsson was not our regular bombardier and he had only been with us two or three times over a period of a couple of months. From what the Co-Pilot said the plane broke in two back of the pilot's compartment. I know his chest pack was back in the radio room so he had no chance to get his chute. All the bombardiers left their chute in the radio room because they always figured that they would have to go back that way to bail out. So there was no chance of him getting his chute. the Co-Pilot took pictures of his grave near Leige, Belgium, after he was liberated.

Survivor MACR Statements: Regarding Fitch; Did not bail out to my knowledge. He was manning the waist guns just below me. When the plane was hit my feet were hit with many pieces of flak. I know he wasn't wearing his flak suit. As near as I can figure, when the ship blew up both wings were blown off and the fuselage must have broken in at least four pieces. After the explosion I was falling in a piece of the plane about six feet long. I had to search all over the piece for my chest pack, before bailing out. So I know that S/Sgt. Fitch was not in the piece of the plane I was in. I think he was hit by the burst that hit me in the feet. and the plane broke right where he was. All I saw of the plane was the piece I bailed out of and theft wing and engine that almost hit me. there were also numerous small pieces that fell down around me. This was the first time that Sgt. Fitch flew with our crew. Our regular radio operator was away to school. The Co-Pilot took pictures of his grave near Leige, Belgium, after he was liberated.

Survivor MACR Statements: Regarding Morrison; Did not bail out to my knowledge. The Co-Pilot said he was slumped over the wheel, dead. From what the Co-Pilot told me he was fatally injured when the plane was hit. He was last seen slumped over the wheel in the nose piece of the plane. The Co-Pilot tried to pull him out but because the nose piece of the plane was heading straight down he couldn't pull him up out. This was told me by Co-Pilot, Lt. Borresen after we were liberated. It is my supposition even though he was well protected by armor, he was hit by a piece of flak, killing him instantly. The Co-Pilot took pictures of his grave near Leige, Belgium, after he was liberated.

Survivor MACR Statements (by S/Sgt. Oliver: I was in the upper turret when our plane left formation. Our plane was #2 in the second flight of the first box. Borresen and Gusmann also bailed out. Sgt. Gusmann bailed out when the plane filled with smoke from two hits with flak. Lt. borresen bailed out after the ship exploded. He was in the forward section. The plane was broken in two behind the pilots compartment. Lt. Morrison was slumped over the wheel, dead. Pieces of the plane were scattered all over the marshaling yard of Brussels. I don't know whether any of the members mentioned in the individual questionnaire were in the plane when it struck the ground. The Germans never told us anything except they were dead. Because of my position up in the turret I never saw anyone from the time we took off until I arrived in prison camp.

Survivor MACR Statement: Our route was to leave the English coast at North Foreland. Going in on the enemy coast at Ferness, just North of Dunkirk. We were to fly to the North of Brussels, making a wide sweep and hitting Mons, and returning South of Brussels leaving the enemy coast at the same place we went in. At no time were we supposed to be closer than 15 miles of Brussels. Our lead navigator was Capt. Lundin. Getting off course is something that might happen once. But he took us over Utrecht, Holland on our second mission to the airport at Soesterberg, Holland. That time we were lucky and all escaped. I have never told this before in any reports. It is not so bad to be shot down over the target, but to be shot down because of a very bad mistake by one man, has and always will make me feel that he was the direct cause of my crew members being killed.

497TH BOMBARDMENT SQUADRON (M) AAF
344th Bombardment Group (M) AAF

66

A.P.O. # 140.
10 May 1944.

CORRECTED LOADING LIST

	<u>NAME</u>	<u>ALT.</u>	<u>FROM</u>	<u>TO.</u>	<u>MISS.</u>	<u>TIME</u>
P	MORRISON, F.M.	NO	169	MISSING IN	C	T.O. 0817
CP	BORRERSEN, E.W.			ACTION.		
BN	ERICKSON, J.G.					
EG	GUBMANN, J.L.			856 A.		
RG	FITCH, R.W.					
G	OLIVER, L.N.					
Plane:42-95856 Fertile Mertile 7I-A						
P	BURGESS, J.H.	NO	169	MANSTON	C	T.O. 0817
CP	EGGLES, T.P.					
BN	WILSTED, L.W.					LDS. 1100
EG	DE PIETRO, H.F.	BOMBS SALVAGED OVER		914 J.		
RG	KOZEYINSKI, B.W.	CONTINENT.				
G	COLLINS, E.S.					TOTAL. 0245
P	HUGHES, EDGAR H JR.	NO	169	169	C	T.O. 0815
CP	SHERIDAN, F.W.					
BN	CASSTEWICK, H.E.					LDS. 1140
EG	GAUTHER, L.O.	TWO BOMBS RELEASED ON TARGET		978 Q.		
RG	SPARKS, E.W.					TOTAL. 0325
G	CLASKA, E.J.					
P	SCOTT, J.W.	NO	169	169	C	T.O. 0820
CP	SHATTUCK, C.D.					
BN	COLE, F					LDS. 1155
EG	DORRAN, C.E.	BOMBS DROPPED ON TARGET AS BRIEFED		986 R.		
RG	ZIMMERMAN, E.S.					TOTAL. 0305
G	WELSON, F.					
P	WILSON, R.E.	NO	169	169	C	T.O. 0820
CP	HAVENER, J.E.					
BN	HUMES, R.F. - PRESTON, J.T.					LDS. 1135
EG	SEKASKI, J.E.	BOMBS RELEASED ON TARGET AS BRIEFED		908 H.		
RG	SANDERS, R. C.					TOTAL. 0315
G	SMITH, J.E.					
P	HEMETH, J.J.	NO	169	169	C	T.O. 0816
CP	HOLLINGER, J.S.					
BN	SCOTT, J.M.					LDS. 1120
EG	GUARAGNA, E.J.	BOMBS RELEASED ON TARGET AS BRIEFED		896 C.		
RG	TOMALONIS, F.J.J.					TOTAL. 0325
G	HERGET, D.F.					

10 MAY '44 A.M.

BOX I
Flight #1

POOR
97

BENTLEY CATLIN ✓
71F

NEWMAN ✓ SCOTT ✓
71C 71R

WILSON ✓
71H

HUNTER ✓ SCHNEIDER ✓
71Q 71D

#66
K9-494
7I-497
Y5-495
N3-496

Flight #2 Et

MULROY-VAUGHN ✓ 97
71K

WITTEBERG ✓ MORRISON ✓
71J 71L

WOOD ✓
71S

HICKANEY ✓ BURGESS ✓
71G 71J

94
Flight #3

SERRALDT ✓ Et
79L

JONES ✓ CAMILL ✓
K9M K9R

HINES ✓
K9H

ASHFORD ✓ YOUNG ✓
K9C K9N

BOX II
Flight #1

96 P

TOBY-CLAY ✓
75B

STOKES ✓ COURTRIGHT ✓
75E 75J

SHOOTIN ✓
75X

HEANEY ✓ BENEDICT ✓
75L 75J

Flight #3

95 Q

EMPFKE-SCHIFANI ✓
75G

DIXON ✓ PETERSON ✓
75H 75R

FOOTE ✓
75C

COURTRIGHT ✓ PHILLIPS ✓
75H 75D

Flight #2

96 P

PETERIAN ✓
75R

GINTHER ✓ IDDINS ✓
75O 75M

MORGAN ✓
75U

CLARK ✓ MORAN ✓
75S 75P

S P A R E S

FINCH ✓ 95
75F

94
PIKULA ✓
KSL

- I Box start engines _____
- II Box start engines _____
- I Box Taxi _____
- II Box Taxi _____
- Take Off _____
- Time over splasher _____
- Bomber Rendezvous _____
- English Coast Out _____
- Fighter Rendezvous _____
- Enemy Coast in _____

- I.P. _____
- Target _____
- Enemy Coast Out _____
- English Coast In _____
- Base _____
- FLARES:
 - I Box YELLOW for join up
 - II Box GREEN for join up
 - 1 Hour Delay PEACH "
 - 2 Hour Delay PEACH "
 - 3 Hour Delay ORANGE "
- Mission Scrubbed GRAPE Procedure.

#66

1:500,000

SECRET

34th Bomb Sq.

10 May 44

33 planes participated. Due to haze and navigational uncertainty formation got off course, and received Int. Acc. P.C. "seed fire" at Brussels. Fire reported to have lasted 4 minutes. Made several evasive turns to the left and then several to right. Larger than usual bursts reported; possibly some 105 mm or larger. One ship received nearly direct hit in right engine and boiler; immediately caught on fire, pulled slightly under rest of the formation and exploded, ship breaking into two parts. Two chutes reported. Mod. Inacc. flak reported in vicinity of Melle.

TARGET NIEVES MIL
 HEIGHT 7000/11000
 TIME 1034
 WEATHER VERY HAZY W/
LOW CLOUDS

FURNES

22

TO BRUSSELS

COURTRAI

BEREGHEN

SHIP LOST

50°

400'

BRUSSELS

NIEVES

1.6

TARGET
MONS



⊕ GREATER-CAT A.

1ST BOX

2ND BOX

50°30'

2°50'

SECRET

On the morning of May 10, our planes were dispatched to Mons to destroy the marshalling yard, flight bombing to be the method of attack. The enemy defenses at this yard were strong and accurate, and of the 38 planes participating, 25 received battle damage, and one plane was shot down, bearing a crew of six. Five crewmen were wounded.

The plane destroyed at the target was piloted by 1st Lt. Fredrick M. Morrison, of the 497th Bomb Squadron, and his crew were 2nd Lt. E. W. Borresen, Co-Pilot; S/Sgt. John G. Erickson, Bombardier; Sgt. J. L. Gusmann, Engineer Gunner; T/Sgt. R. H. Fitch, Radio Gunner and Sgt. L. M. Oliver, Tail Gunner.

In the afternoon of this same day, an attack was again made on the Douai marshalling yard, repairs having been virtually completed since our attack there May 1. However, weather over the target prevented bombing and no attack was made.

From May 10 to 27, the group flew 13 missions to the following places: May 11: Malo les Bains coastal defenses, 38 planes dispatched, 8 damaged from flak, 1 crewman wounded and one plane with a crew of six shot down. The plane destroyed was piloted by 1st Lt. R. E. Finch of the 495th Squadron, and his crew consisted of 2nd Lt. L. C. Lobb, Co-Pilot; 1st Lt. R. C. Andrews, Bombardier; S/Sgt. S. M. Szarek, Engineer Gunner; S/Sgt. D. M. Wagner, Radio Gunner; S/Sgt. M. H. Lorda, Tail Gunner.

CONFIDENTIAL

HEADQUARTERS
344TH BOMBARDMENT GROUP (M) AF
 Office of the Group Command Classification changed

RESTRICTED
 Col., AG
 by P. W. WARD, SGT. AC
 Date MAY 15 1944

MISSING AIR CREW REPORT

1. **ORGANIZATION:** Location: Station 169-S. Command: IX BC.
 344th Bomb Gp (M), 497th Bomb Sq. (M).
2. **POINT OF DEPARTURE:** Station 169-S. **COURSE:** Base to East Church, to Furnes, to Waerghem, to Brussels, to four (4) miles East of Nivelles, to Charleroi, to Mons (TARGET), to Soignies, to Waerghem, to Furnes, to North Foreland, to Base. **TYPE OF MISSION:** Combat.
3. **WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**
 Ceiling, Solid Overcast. Visibility, 3 to 4 miles.
4. (a) **DATE:** 10 May 1944. **TIME:** 1013. **LOCATION OF LAST KNOWN WHEREABOUTS OF MISSING AIRPLANE:** Seen to crash in Brussels, Belgium.
5. **AIRPLANE WAS LOST AS RESULT OF:** Enemy Anti-Aircraft.
6. **AIRPLANE:** Type, Model and Series: B-26B50; AAF Serial No. 42-95856.
7. **ENGINES:** Type, Model and Series: R-2600-43; A.A.F. Serial No. Left FP-060202; Right FP-060203.
8. **INSTALLED WEAPONS:**

- a. Upper Turret Right Gun Serial Number: 675029
- b. Upper Turret Left Gun Serial Number: 675123
- c. M-6 Gun Mount Right Gun Serial Number: 675660
- d. M-6 Gun Mount Left Gun Serial Number: 675037
- e. Package Gun Upper Right Gun Serial Number: 149837
- f. Package Gun Upper Left Gun Serial Number: 620165
- g. Package Gun Lower Right Gun Serial Number: 149976
- h. Package Gun Lower Left Gun Serial Number: 934088
- i. Waist Gun Right Gun Serial Number: 19488
- j. Waist Gun Left Gun Serial Number: 221399
- k. Flexible Nose Gun Serial Number: 920150

9. **THE PERSONS LISTED BELOW WERE REPORTED AS A BATTLE CASUALTY:**

<u>CREW POSITION</u>	<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	
PILOT	MORRISON, FREDRIC MACKAY	1ST LT	0-672172	
CO-PILOT	BORRESSEN, EDWARD WAINLEIGH	2ND LT	0-816407	RTD
* BOMB	ERICKSON, JOHN GEORGE	S/SGT	31190967	
RADIO-GUNNER	FITCH, RALPH HERBERT	T/SGT	11122096	
ENGINEER-GUNNER	GUSMANN, JOSEPH LEO	SGT	32731416	RTD
TAIL-GUNNER	OLIVER, LINDSEY MERLIN	S/SGT	17005855	RTD

* Ordnance Ammunition NCO, Flew as Bombardier.

10. **NUMBER OF PERSONS ABOARD AIRPLANE:** Crew. Six (6), Passengers. None.
 Total: Six(6).
11. **PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRPLANE:**

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	
BOLLMAN, JR., LOUIS (NMI)	SGT	12169880	SAW CRASH
LORDA, MARTIN H.	S/SGT	39397434	SAW CRASH
WAGNER, DELBERT E.	S/SGT	37601037	SAW CRASH

12. **PERSONNEL WHO ARE BELIEVED TO HAVE SURVIVED:**
 - a. Two (2) parachutes were seen to land on the streets of Brussels, Belgium.
 - b. No persons were seen walking away from scene of crash.

13. **APPROXIMATE LOCATION WHERE AIRPLANE WAS LAST SEEN:** Sketch Attached.

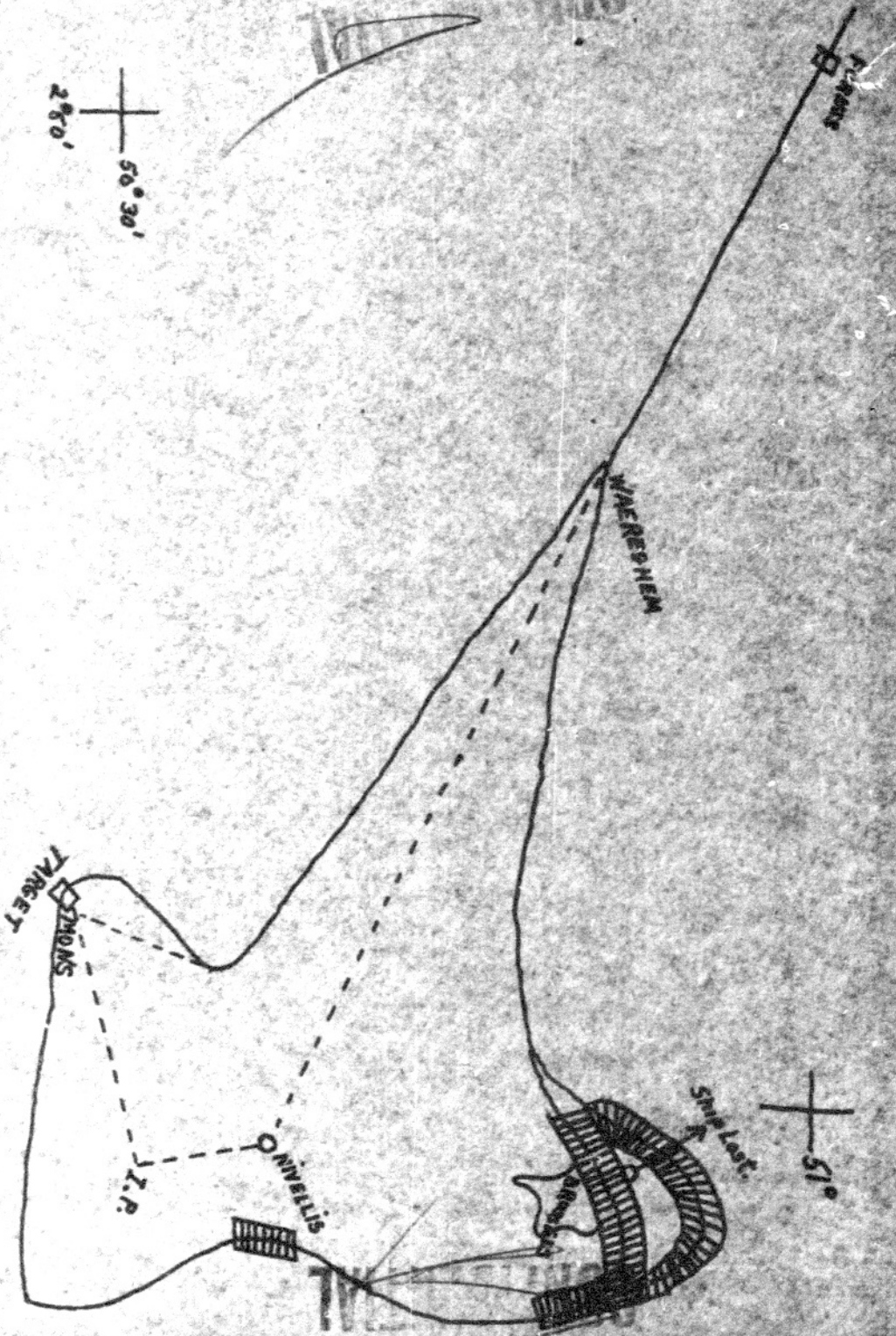
14. **EYEWITNESS DESCRIPTION OF CIRCUMSTANCES PERTAINING TO MISSING AIRPLANE.**
 Plane was hit by flak over Brussels, Belgium. The plane immediately burst into flame and exploded. Two parachutes were seen to leave the ship and land in Brussels. The debris of the plane was seen to land along the railroad in Brussels.

DATE OF REPORT: 11 MAY 1944.

Louis Bollman, Jr.
 SGT. LOUIS BOLLMAN, JR., TAIL-GUNNER

Arthur E. Schotman
 ARTHUR E. SCHOTMAN,
 1st Lt., Air Corps,
 Statistical Officer.

13. SKETCH SHOWING APPROXIMATE LOCATION WHERE AIRPLANE WAS LAST SEEN.



1:500,000

- ✓ 1st Lt. Freddie W. Harrison - KIA
 Mrs. Hartrude E. Harrison, (Mother)
 807 Mackinac Avenue,
 Eastport, Michigan.
- ✓ 2nd Lt. Edward W. Harrison - RTA
 Mr. William T. Harrison, (Father)
 1113 South Milton Street,
 Philadelphia, Pennsylvania.
- ✓ 1/Sgt. ~~Edgar~~ E. Fish - KIA
 Mrs. Florence E. Fish, (Mother)
 221 North Street,
 Saco, Maine.
- ✓ 2/Sgt. Lindsay M. Oliver - RTA
 Mr. Vernon L. Oliver, (Father)
 Route One, Box 67,
 Rainier, Oregon.
- ✓ 3/Sgt. John George Erickson - KIA
 Mrs. Pauline Erickson, (Mother)
 14 Prospect Street,
 New Britain, Connecticut.
- ✓ Sgt. Joseph L. Gorman - RTA
 Mr. Joseph Gorman, (Father)
 62 Hamoyin Parkway,
 Buffalo, New York.

Identification Tag : Lindsey, H. Oliver
17008855

RTD

Identification Tag : Joseph L. Gorman
32731416

RTD

Identification Tag : Edward W. Berreson
O - 81407

RTD

Identification Tag : Fredric H. Morrison
G - 672172

RTD

Ralph H. Fitch
11122096

RTD

10 May 44

✓

Date and time aircraft
was shot down:

16 May 44, time: 1014

Casualty No.: EW 1891

Place of crash:

Brussels

Type of aircraft:

Marauder

Reporting Office:

Airtac SQ, Brussels

Name	Rank	Serial Number	captured wounded dead	Place of internment
BORRYS	Edward Madleigh	2nd/Lt. C-318409	captured	Dalag Luft
GUSMAN	Joseph L.	Sgt. 33781428	"	"
MORRISON	Frederick	1st/Lt. C-672172	dead	
FITCH	Ralph N.	Sgt. 1112808C	"	

Casualty No.: EW 1801

1st additional report of 4 July 44.

CLIFFE Lindsey M.
11 Sept 49

S/Sgt. 17005885 captured Dalag Luft

MACR 4511

Dalag Luft, 30 May 44 vo.

10 May 1944. 1014

Brussel

Scharbeck

Type: Marauder 95856

34 Group

Target: Airfield

Command Brussel Evare

26 May

MU 1014

1st Lt. MCKINSON

Frederick H. 0-672172

dead

2nd Lt. ROBINSON

Edward W. 0-816407

capt.

Sgt. FITCH

Ralph H. ~~11122096~~

dead

S/Sgt. ERICKSON

John G.

dead

S/Sgt. OLIVER

Lindsay M. 17005855

capt

Sgt. GURMAN

Joseph L. 32731416

capt

Headquarters Air Base B(V) 210/XI
Brussels - Here

Brussels, 12 May 1944

Final Report on salvaged enemy aircraft wreckage and enemy aircraft crews.

Distribution : Information Center West, Brussels in the Y-axis 1 copy

Day of Crash : 10 May 1944, Time : 1014 hours, Location of crash: Brussels-Schaarbeck, Freight-Depot, Luxembourg.

Type of Aircraft : 1 Brevander
On flight to target

lettered design : 95856

on the white triangle, length
of sides 50 cmKey contact with ground:
Explosion in the air and
conflagration upon contact.

Cause of crash : Anti-aircraft.

Damage 100 per cent.

To start investigation for fugitive or missing members of crew alarm was given the Secret M.P. Brussels, at 1020 hours.

Plane was guarded by : Special Depot Unit de aerbeek
Flamish Guard, GDFI, Field Postal Number 07315

Photographs were taken by : Headquarters Air Base B(V) 210/XI

Navigation and radio reports, documents, maps, etc. were not found

Fate of Crew:

Total of deads 3

10 May 44

1.) 1st Lt.	Mr. Harrison	Fredric H.	S.N. 672172	identification tag
2.) Sgt.	Mr. Fitch	Ralph H.	S.N. 11122096	same
3.) S/Sgt.	Mr. Erickson	John G.	S.N. 3174967	2 envelopes

Bodies had been touched by Belgian workers.

Total of Prisoners : 3

1.) 2nd Lt. RTA POW	Burreson	Edward	S.N. 0-816407	transferred to Secret M.P.-Air Force, Brussels
2.) Sgt. RTD POW	Guesann	Josef	S.N. 32731416	same
3.) S/Sgt. RTD POW	Oliver	Lindsay	S.N. 17005855	same as above
			same as above	same

Number 3 was wounded and admitted to Airforce Hospital St. Gillen.

Number 1 and 2 were taken to PW Concentration Point Headquarters B/N.

/s/ Martens

Major and Officer for special duties

Mac
4571
all OK

continued from page 15

Technical data:

Engines: 100 B undercarriage: 100 B Wings: 100 B Tail assembly: 100B
(Extent of damage in per cent)

Type of Motor : Double row radial engine
Damage : 100 per cent.
Number of Motor will have to be found out by salvage units .

Rotol prop. , 4 blades, yellow blade tips.

Armament :

Factory and type cannot be learned.
1 machine gun Dr. 900150 12.7 mm
1 machine gun ? not be learned before salvaged.
Data on further weapons will be announced lateron.

Ammunition of arms :

(Caliber, amount, belt or magazine) Bolt : 12.7 mm
Rate of ammunition variations: red/blue blue/black black
(indicate mark on bottom of cartridge)

Jettisoned ammunition : Caliber not known.
Location : Factory Kraft , Brussels- Mearon

Arms & IG etc.

Radio equipment :

TR 26 B	65389	200-300 kilo cycles	tuning: 3/50
DC 375 B	65389	200-300 " "	3/50
DC 434 A	20943	Radio Control Box	
DC 451 A	3048	" "	
DC 450 A	55921	" "	
DC 221 B	5971	P.H.	

1 Bomb -light B - 3 B BMS # 42 G 20092 , 1 transmitter TR 5043
Type B 535 A G 26416 Reference Number 1100- 145, S.N. 438-

Type of antenna aerial and where mounted

1 T.U 7 B Trek 4500-6000 kilocycles, 1 aerial device DC 306 A S.N. 40708
Remounted to TR 5043 : Position A switch 130 crystals below : A frequency 1780
B frequency 7550, C frequency 7400, D frequency 6620 crystals above, A frequency
890., B frequency 6450, C frequency 6080.00, D frequency 6229.23.

Photographic cameras

One lens of camera Kodak/Aero Bktar with diaphragm.
Vision gas and hydraulic oil in hose
Number of s gas forwarded to Salvage Information Center of the Air Force,
Berlin-Diershof: 18.

10 May 44

Armed Forces Grave Registration Officer
Belgium

Sequence No. 4052

Nationality: Englishman
Name: ERICHSON, JOHN G.
Rank: S/Sgt.
Date of death: 10 May 1944
Place of death: near Brussels - Schaerbeek
Place of burial: Brussels - Evens
English section. ~~XXXXXXXXXXXXXXXXXXXX~~
Single grave no. 7, section no. 10, row no. 10.
Coffin (used) no. (?) 1705.

Identification Tag : Lindsay, M. Oliver
17008899

etc

Identification Tags : Joseph L. Gussman
32731416

Rtd

Identification Tag: Edward W. Berresan
0 - 81407

Rtd

Identification Tags : Fredric M. Morrison
G - 672172

flow

Ralph H. Fitch
13322096

100

10 May 44

v

STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH:

DISTRIBUTOR:

OFFICE OR STATION:

No. 1 Air Base B(v)210/XI

Information Center West
Oberursel in the Taunus

LOCATION:

Brussels-Sovere, 10 May 1944

OFFICE OR APPRAISAL-VALUES:

REGARDING: DOWNED)
EMERGENCY LANDINGS)
~~XXXXXXXXXXXXXXXXXXXX~~)
~~XXXXXX~~)

one Marauder

DATE AND TIME:

10 May 1944, 1014 hours

AT:

NEAR:

Brussels-Schaerbeck

PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: LAST NAME)
SURNAME)

Morrison

FIRST NAME: GIVEN NAME)
CHRISTIAN NAME)

Freddie M.

RANK:

1st Lt

IDENTIFICATION NUMBER: SERIAL SERVICE

O/ 672172 342 8 43 B

NATIONALITY:

USA, Air Corps

STATEMENTS MADE AT TIME OF CAPTURE:

DATE OF CAPTURE:

EXACT LOCATION OF CAPTURE:

CAPTURE EFFECTED BY:

STATEMENT MADE AT RECOVERY OF DEAD:

DATE & TIME & PLACE OF RECOVERY: 10 May 44

COULD RECOVER: Brussels-Schaerbeck
squashed

THE PRISONER WORE (UNIFORM)

DESCRIPTION OF IDENTIFICATION TAG:

HOW MANY IDENTIFICATION TAGS AND WORDS OF DEAD
ASCERTAINED?

by identification tag

DATE AND TIME OF BURIAL: will be made

GRAVE LOCATION: known later

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE
G.V.P. OR S.O., FOR PURPOSE OF ASCERTAINING ENEMY
PATROUAGE OR FAVOR:

DELIVERED TO HOSPITAL:

DATE:

DATE AND TIME OF TRANSPORTATION TO
PRISONER CONCENTRATION POINT:

REMARKS:

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR OF PRISONER; ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:

1 wrist watch
1 pilot's order
1 identification tag
1 locket
1 flight -kit; contents:
2000 french
French
1 compass
3 maps
1 file
1 dictionary
6 passport photos

(Morrison, Major and Officer for
special duties

O/S PO - CR 201 (Morrison), Freddie M O-672172

File in OPRB
 Skym 15 July 47
 cas led
 32743

8084 USA

MORRISON,
O-672172

Frederic H
438 42 3

1st Lt.

10 May 1944

~~WAR MORRISON~~

name

Rank-

Country

No 9

Section 10

Reg 20

Sl. No 1703

(Lead No)

STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH:

DISTRIBUTOR:

OFFICE OR STATION: Hq, Air Base E(v)21C/XI

Information Center West
Overseas in the Zone

LOCATION: Brussels-Syere, 10 May 1944

OFFICE OR APPRAISAL-VALUES:

REGARDING: DUMED
EMERGENCY LANDING
CRASH
one B-24 Liberator

DATE AND TIME: 10 May 1944, 1014 hours

AT: Brussels-Schaerbeck

PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: SURNAME } Borresen

RTD

FIRST NAME: CHRISTIAN NAME } Edvard G.

RANK: 2nd Lt.

IDENTIFICATION NUMBER: SERIAL 0/516407

NATIONALITY: USA, Air Corps

STATEMENTS MADE AT TIME OF CAPTURE:

DATE OF CAPTURE: 10 May 1944, 1030 hours

EXACT LOCATION OF CAPTURE: Brussels-Schaerbeck

CAPTURE EFFECTED BY: Secret H.P. Airforce,

Brussels

THE PRISONER WORE (UNIFORM)

Uniform

STATEMENT MADE AT RECOVERY OF DEAD:

DATE & TIME & PLACE OF RECOVERY:

CONDITION OF BODY:

DESCRIPTION OF IDENTIFICATION TAG:
HOW WERE PERSONAL RECORDS OF DEAD
ASCERTAINED?

DATE AND TIME OF BURIAL:
GRAVE LOCATION:

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE
G.F.P. OR S.D., FOR PURPOSE OF ASCERTAINING ENEMY
PATRONAGE OR FAVOR:

*file in GPRB
Slym 18 Jan 47
Car Red
50743*

DELIVERED TO HOSPITAL:
DATE:

Personal effects and equipment were
taken into custody by M.C. M.P.-
and forwarded to Hq. Air Base Area 22/XI

DATE AND TIME OF TRANSPORTATION TO
PRISONER CONCENTRATION POINT:

REMARKS:

/s/ Martens

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

Major and Officer for special duties.

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:

all PD-CR 501 (Borresen, Edvard G. 0-516407)

STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH: DISTRIBUTOR:
 OFFICE OR STATION: Hq, Air Base 5(v) 210/XI Information Center West
 Georgetown in the Yucatan
 LOCATION: Brussels-Sovere, 10 May 1944 OFFICE OR APPRAISAL-VALUES:

REGARDING: DOWNED)
EMERGENCY LANDING) one Survivor DATE AND TIME: 10 May 1944, 1014 hours
CRASH)
SOON)
 AT: NEAR: Brussels-Schaerbeek

PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: SURNAME) Fitch
LAST NAME)
 FIRST NAME: CHRISTIAN NAME) Ralph
GIVEN NAME) Kia
 RANK: T/Sgt.
 IDENTIFICATION NUMBER: SERIAL SERVICE 111 22096 T 43 43 A
 NATIONALITY: USA, Air Corps

STATEMENTS MADE AT TIME OF CAPTURE: STATEMENT MADE AT RECOVERY OF DEAD:
 DATE OF CAPTURE: DATE & TIME & PLACE OF RECOVERY: 10 May 1944
 EXACT LOCATION OF CAPTURE: 1000 Henry, Brussels-Schaerbeek
 CAPTURE EFFECTED BY: heavily bruised
 THE PRISONER WORE (UNIFORM): DESCRIPTION OF IDENTIFICATION TAG: BY IDENTIFICATION TAG.
Uniform BY 22096 T 43 A RECORDS OF DEAD
 ASCERTAINED
 DATE AND TIME OF BURIAL:
 GRAVE LOCATION:

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE G.P.F. OR S.D., FOR PURPOSE OF ASCERTAINING ENEMY PATRONAGE OR FAVOR:

DELIVERED TO HOSPITAL: DATE: 1 Gospel
1 Match container
1 mechanical pencil
6 passport photos
2 pencils
2 small coins
 DATE AND TIME OF TRANSPORTATION TO PRISONER CONCENTRATION POINT:
 REMARKS:

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR) substantive of the Officer for special
 INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD: duties.
 INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:

6250-CR-201 (Fitch, Ralph H. 1172-2096)

File in BP RB, 5000 18 July 47, 50793

STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH:

DISTRIBUTOR:

OFFICE OR STATION: HQ, Air Base E(v) 210/XI

Information Center West,
Oberursel in the Taunus

LOCATION: Brussels -Brera

OFFICE OR APPRAISAL-VALUING:

REGARDING: DOWNED)
(UNIDENTIFIED PARACHUTIST)) one Parachute DATE AND TIME: 10 May 1944, 1014 hours
USA)

AT: NEAR: Brussels-Schaerbeek

PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: SURNAME)
LAST NAME) Erickson Kia

FIRST NAME: CHRISTIAN NAME)
GIVEN NAME) John G.

RANK:

2/Act
SMA

IDENTIFICATION NUMBER: SERVICE not known

NATIONALITY: USA, Air Corps

STATEMENTS MADE AT TIME OF CAPTURE:

DATE OF CAPTURE:
EXACT LOCATION OF CAPTURE:
CAPTURE EFFECTED BY:

STATEMENT MADE AT RECOVERY OF DEAD:

DATE & TIME & PLACE OF RECOVERY: 10 May 1944
CONVENT of St. Joseph, Brussels-Schaerbeek
burst open

THE PRISONER WORE (UNIFORM)

DESCRIPTION OF IDENTIFICATION TAG:
HOW WERE PERSONAL RECORDS OF DEAD ASCERTAINED?

By letters

DATE AND TIME OF BURIAL:
GRAVE LOCATION:

will be made known later

~~POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE~~
~~ENEMY OR FOR PURPOSE OF ASCERTAINING ENEMY~~
~~PATRONAGE OR FAVOR:~~
the receiving unit by Special Unit, Depot Schaerbeek.

Items had been removed from the body and were handed to

DELIVERED TO HOSPITAL: Identification Tag was not found.

- two letters
- 1 pair of glasses, with case
- 1 ring
- 1 rosary, with case
- 1 wrist watch
- 1 locket
- 3 small coins

DATE AND TIME OF TRANSPORTATION TO PRISONER CONCENTRATION POINT:

REMARKS:

*Sub in PR by
Stumpe 1 July 47
has been
55793*

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER, Major and Officer
INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD: of special duties.

copy in PR 201 (Erickson, John G. 31, 190, 967)

STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH:

DISTRIBUTOR:

OFFICE OR STATION: Hq, Air Base N(v) XI/II

Information Center West,
Oberursel in the Taunus

LOCATION: Brussels-Evere, 10 May 1944

OFFICE OR APPRAISAL-VALUES:

REGARDING: DOWNED)
EMERGENCY LANDING)
~~XXXXXXXXXXXX~~) one Marauder) DATE AND TIME: 10 May 1944, 1014 hours
~~XXXXXXXXXXXX~~)
~~XXXXXX~~)

AT: NEAR: Brussel -Schaerbeck

PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

SURNAME)
FAMILY NAME: LAST NAME) Oliver

CHRISTIAN NAME)
FIRST NAME: GIVEN NAME) Lindsay

etc

RANK: A/Sgt
SERIAL)
IDENTIFICATION NUMBER: SERVICE 17005855

NATIONALITY: USA, Air Corps

STATEMENTS MADE AT TIME OF CAPTURE: STATEMENT MADE AT RECOVERY OF DEAD:
DATE OF CAPTURE: 10 May 1944, around 1030 hours DATE & TIME & PLACE OF RECOVERY:
EXACT LOCATION OF CAPTURE: Brussel-Schaerbeck CONDITION OF BODY:
CAPTURE EFFECTED BY: Secret N. P. - Air Force, Brussel

THE PRISONER WORE (UNIFORM) DESCRIPTION OF IDENTIFICATION TAG:
Uniform HOW WERE PERSONAL RECORDS OF DEAD ASCERTAINED?

DATE AND TIME OF BURIAL:
GRAVE LOCATION:

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE G.F.P. OR S.D., FOR PURPOSE OF ASCERTAINING ENEMY PATRONAGE OR FAVOR:

*file in DPRB
Slym 18 July 47
Eas Sect
5-2793*

DELIVERED TO HOSPITAL: Air Force Hospital, St. Gilles
DATE:

DATE AND TIME OF TRANSPORTATION TO PRISONER CONCENTRATION POINT:

REMARKS:

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD: ~~XXXXXXXXXX~~ were taken into custody by sec, N.P. -Air Force-Brussels and forwarded to Hq, Air Base Area XI

copy to CR 201 (Oliver, Lindsay 17005855)

STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH:

DISTRIBUTOR:

OFFICE OR STATION: Hq, Air Base H(v)210/XI

Information Center West
Oberursel in the Taunus

LOCATION: Brussels Evros, 10 May 1944

OFFICE OR APPRAISAL-VALUES:

REGARDING: DOWNED
EMERGENCY ADDRESS
XXXXXXXXXXXXXXXXXXXX one Barade.
XXXX

DATE AND TIME: 10 May 1944, 1014 hours

AT: Brussels-Schaerbeek

PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: SURNAME)
LAST NAME) Guesmann

FIRST NAME: CHRISTIAN NAME)
GIVEN NAME) Josef

RANK: Sgt
IDENTIFICATION NUMBER: SERVICE 3 2731416

NATIONALITY: USA, Air Corps

STATEMENTS MADE AT TIME OF CAPTURE:
DATE OF CAPTURE: 10 May 1944, 1030 hours
EXACT LOCATION OF CAPTURE: Brussels-Schaerbeek
CAPTURE EFFECTED BY: Secret M.P.-Airforce,

STATEMENT MADE AT RECOVERY OF DEAD:
DATE & TIME & PLACE OF RECOVERY:
CONDITION OF BODY:

THE PRISONER WORE (UNIFORM)
Brussels
Uniform

DESCRIPTION OF IDENTIFICATION TAG:
HOW WERE PERSONAL RECORDS OF DEAD
ASCERTAINED

DATE AND TIME OF BURIAL:
GRAVE LOCATION:

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE
G.F.P. OR S.D., FOR PURPOSE OF ASCERTAINING ENEMY
PATRONAGE OR FAVOR:

DELIVERED TO HOSPITAL:
DATE:

DATE AND TIME OF TRANSPORTATION TO
PRISONER CONCENTRATION POINT:

REMARKS:

(ATTEMPTED ESCAPE, PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:

Personal effects and equipment were taken into custody and forwarded to Hq. A.B.A. 227

Circle stamp:
Dillon GPRB
5 hours 18 July 47
Car Led
58793

Handwritten:
22731416
Josef
Blumenman

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: ERICKSON, John George
 Rank: S/Sgt.
 Serial number: 31 190 967
 Position: Crew (Bomber) ~~Wing~~ ~~Wing~~: Bombardier

Did he bail out? Not to my knowledge

Where? _____

If not, why not? He was in the nose of the plane (back of page)

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

Was he injured? Not from flak, to the best of my knowledge

Where was he when last seen? The 1st time I saw him was on take off

Any hearsay information: None

Source: _____

Any explanation of his fate based in part or wholly on supposition: On the back of the

page

Total number of missions of above crew member: Sgt. Erickson was not our regular

Dates and destinations if possible: had prior missions with us two or three times over a period

of a few months. I don't know how many missions he did nor if they

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: ERICKSON, John George
 Rank: S/Sgt.
 Serial number: 81 190 987
 Position: Crew (Bomber) ~~XXXXXXXXXXXX~~: Bombardier

Did he bail out? Not to my knowledge

Where? _____

If not, why not? He was in the nose of the plane (back of page)

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

Was he injured? Not from flak, to the best of my knowledge

Where was he when last seen? The 1st time I saw him was on the off

Any hearsay information: None

Source: _____

Any explanation of his fate based in part or wholly on supposition: On the back of the

page

Total number of missions of above crew member: Sgt. Erickson was not our regular

bombardier, and he had only been with us two or three times over a period

of a couple of months so I don't know how many missions he had or what they

From what the Co-Pilot said the plane broke in two right back of the pilots compartment. I know his chest pack was back in the radio room so He had no chance to get his chute. All the bombardiers left their chute in the radio room because they always figured that they would have to go back that way to bail out. So there was no chance of him getting his chute.

The Co-Pilot took pictures of his grave near Leigt Belgium. After he was liberated.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: FITCH, Ralph Herbert
 Rank: T/Sgt.
 Serial number: 11 122 096
 Position: Crew (Bomber) ~~As/Flight/Navigator~~: Radio Gunner

Did he bail out? Not to my knowledge

Where? _____

If not, why not? He was manning the waist guns just below me. When the plane was hit my feet were hit with many pieces of flak, I know he wasn't (back of page)
 Last contact or conversation just prior to or at time of loss of plane? _____

None

Was he injured? He must have been hit by some of the fragments that hit me in the

Where ^{last} was he when last seen? Tailgunner Sgt. Gussmann said he saw him struggling

Any hearsay information: on the floor just as he bailed out. None.

Source: _____

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

Back of page

Total number of missions of above crew member: This was the first time that Sgt. Fitch flew with our crew. Our regular radio operator was away to school

Dates and destinations if possible: _____

So I don't know how many missions he had in, or what ones they were.

wearing his flak suit. As near as I can figure, when the ship blew up both wings were blown off and the fuselage must have been broken in at least four pieces. After the explosion I was falling in a piece of the plane about six feet long. I had to search all over the piece for my chest pack, before bailing out. So I know that S/Sgt. Fitch was not in the piece of the plane I was in. I think he was hit by the burst that hit me in the feet, and the plane broke right where he was. All I saw of the plane was the piece of bailed out off, and the left wing and engine that almost hit me. There were also numerous small pieces that fell down around me.

The Co-Pilot took pictures of ~~the~~ his grave near Leige Belgium

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member:

BRASSARD, Rodolphe Emile

Rank:

1st Lt.

Serial number:

6-42123

Position: Crew (Bomber) //////////

Flak

Did he bail out? Not to my knowledge

Where? _____

If not, why not? The Co-pilot said he slumped over the wheel dead.

Last contact or conversation just prior to or at time of loss of plane: I called in that there was flak bursting at five O'clock.

Was he injured? From what the Co-pilot told me he was fatally injured when the plane was hit

Where was he when last seen? He was slumped over the wheel, in the nose piece of the plane

Any hearsay information: The co-pilot tried to pull him out but because the nose piece of the plane was heading straight down he couldn't pull him up out.

Source: This was told to me by the Co-pilot Lt. Borssean, after we were liberated.

Any explanation of his fate based in part or wholly on supposition: It is my supposition even though he was well protected by armor, he was hit by a piece of flak.

Killing him instantly.

Lt. Borssean took pictures of his grave near Leige Belgium.

Total number of missions of above crew member: He was on his 21st mission

Dates and destinations if possible: All my records of our missions were left

behind when I was shot down and they were never returned. So I can give no accurate information on that. I can give most of the targets from memory but not the dates. I will give these on the back of the page.

CASUALTY QUESTIONNAIRE

1. Your name Lindsay Merlin Oliver Rank S/Sgt. Serial No. 17005855
344th
2. Organization Bn. Gp. Commander Vance Rank Col. Sqn CO D.D. Bently Rank Major.
(full name) (full name)
3. What year 1944 month May day 10th did you go down?
4. What was the mission, Bombing, target, Mons Belgium, target
time, APP/1030, altitude, 9500 route scheduled, _____
Back of page, route flown
5. Where were you when you left formation? In the upper turret, our plane was
number two in the second flight, of the first box.
6. Did you bail out? Yes
7. Did other members of crew bail out? 2nd Lt. Borresen and Sgt. Gusmann bailed out.
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". Sgt. Gusmann bailed out when the plane filled with smoke from two hits with flak. Lt. Borresen bailed out after the ship exploded. He was in the forward section. The ship was broken it two behind the pilots compartment. Lt. Morrison slumped over the wheel dead. S/Sgt Erickson was in the nose and didn't have a chance at all.
9. Where did your aircraft strike the ground? Places were scattered all over the
marshalling yard of Brussels.
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 don't know whether any of the members mentioned in the individual questionnaire were in the plane. The Germans never told us anything except they were dead.
11. Where were they in aircraft? _____
12. What was their condition? The Germans told us they were dead.
13. When, where, and in what condition did you last see any members not already described above? Because of my position up in the turret I never saw any one from the time we took off until I arrived in prison camp.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. _____

NONE

(Any additional information may be written on the back)

(4) Our route was to leave the English coast at North Foreland. Going in on the enemy coast at Ferness, just north of Dunkirk. We were to fly to the north of Brussels, making a wide sweep and hitting Mons, and returning south of Brussels leaving the enemy coast at the same place we went in. At no time were we supposed to be closer than 15 miles of Brussels. Our lead navigator was Capt. Lundin. Getting off course for something that might happen once. But He took us over Utrecht Holland on our second mission to the Air port at Soesterberg Holland. That time we were lucky and all escaped. I have never told this before in any reports. It is not so bad to be shot down over the target, but to be shot down because of a very bad mistake by one man, has and will always make me feel that He was the direct cause of my crew member being killed.