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WAR DEPARTMENT
HEADQUARTERS U.S. AIR FORCE

1275 W
5/12

IMPORTANT: This Report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time the air crew member is officially reported missing.

1. ORGANIZATION: Location, by Name Nuthampstead, England Group 398th Bomb Gp (Hv)
Squadron 600th Bomb Sq Detachment None
Command or Air Force 8TH AIR FORCE

2. SPECIFY: Place of Departure Nuthampstead, England Course _____
Target or Intended Destination Derben, Germany
Type of Mission Operational Bombing

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR TIME LAST REPORTED:
Weather - Target 4/10 to 6/10 tops 6000 feet. Visibility aloft
unrestricted vertically 18 miles. No contrails.

4. GIVE: (a) Day 8 Month April Year 1945; Time Not applicable and Location
not applicable of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (); Last contacted by radio (
Forced down (); Seen to crash (); or information not available ().

5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT of: (Check
only one) Enemy aircraft (); Enemy anti-aircraft (); Other Circumstances as
follows: _____

6. AIRCRAFT: Type, Model and Series B17G A1F Serial No. 44-8811 ✓

7. NICKNAME OF AIRCRAFT: None

8. ENGINES: Type, Model and Series _____ A1F serial No. (a) _____
(b) _____ (c) _____ (d) _____

9. INSTALLED WEAPONS, EG Caliber, Weight, etc. as follows:

Make	Serial Number	Make	Serial Number
(a) <u>Buffalo Arms</u>	<u>1321299</u>	(g) <u>Buffalo Arms</u>	<u>1321126</u>
(c) _____	_____	(h) _____	_____
(e) _____	_____	(i) _____	_____
(f) <u>(Note; this A/C returned to this</u>	_____	(j) _____	_____
<u>field, just the two tail guns</u>	_____	(k) _____	_____
<u>were lost.</u>	_____		

10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty
or Non Battle Casualty _____

11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9 Passengers 0 Total 9
Following information listed for personnel aboard aircraft:

Crew Position	Name in Full	Rank	Serial Number	Current Status
1. <u>CA</u>	<u>Edwin B. Daily</u>	<u>Lt Col</u>	<u>0-437440</u>	<u>RTD</u>
2. <u>Pilot</u>	<u>John L. Bahn</u>	<u>1st Lt</u>	<u>0-774634</u>	<u>RTD</u>
3. <u>Navigator</u>	<u>Robert J. Kuchta</u>	<u>2nd Lt</u>	<u>0-2069042</u>	<u>RTD</u>
4. <u>VN</u>	<u>Edgar H. Agnew</u>	<u>1st Lt</u>	<u>0-2060183</u>	<u>RTD</u>
5. <u>Bombardier</u>	<u>Christian Clements</u>	<u>1st Lt</u>	<u>0-1052296</u>	<u>RTD</u>
6. <u>Engineer</u>	<u>Harry M. McDaniell</u>	<u>T/Sgt</u>	<u>17024250</u>	<u>RTD</u>
7. <u>Radio Oper.</u>	<u>Norman Kogen</u>	<u>T/Sgt</u>	<u>11138382</u>	<u>RTD</u>
8. <u>LWG</u>	<u>John McFarlane</u>	<u>S/Sgt</u>	<u>16177076</u>	<u>RTD</u>
9. <u>Tail Gunner</u>	<u>Wallace E. Kasch</u>	<u>S/Sgt</u>	<u>35895845</u>	<u>MIA</u> ✓
10. _____	_____	_____	_____	_____
11. _____	_____	_____	_____	_____

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

IDENTIFY BELOW THOSE PARACHUTISTS WHO WERE TO HAVE LEFT FROM THE AIRCRAFT OF
 AFTER NO. AND CHECK APPROPRIATE PARACHUTE REGISTRATION NUMBERS FOR SAME:

<u>Name in full</u>	<u>Rank</u>	<u>Serial No.</u>	<u>Port of</u>	<u>Last</u>	<u>Low</u>	<u>Low</u>
			<u>by Radio</u>	<u>of</u>	<u>Drop</u>	<u>Land</u>
1. <u>John McFarlane</u>	<u>S/Sgt</u>	<u>16177076</u>			<u>X</u>	
2. <u>Dawn A. Woodruff</u>	<u>2nd Lt</u>	<u>6-715114</u>			<u>X</u>	
3. <u>Norman Kogon</u>	<u>T/Sgt</u>	<u>11138382</u>			<u>X</u>	
4. <u>Harry J. Dover</u>	<u>S/Sgt</u>	<u>14135617</u>			<u>X</u>	
4. <u>Ralph F. Will</u>	<u>S/Sgt</u>	<u>16142739</u>			<u>X</u>	

15. IF PARACHUTE REGISTRATION NUMBERS ARE KNOWN, NUMBER THE NAME OF THE FOLLOWING
 STATEMENTS: (a) parachutes were used _____; (b) persons were seen walking
 away from scene of crash _____; or (c) _____ (Specify)

14. AFFIX TO THIS REPORT THE NAMES OF PERSONS, SHOWING APPROXIMATE LOCATION
 WHERE REPORTED TO SEARCH FOR PARACHUTES.

15. LIST ANY OTHER INFORMATION OF INTEREST, INCLUDING WEATHER, OR OTHER CIRCUMSTANCES
 PERTAINING TO THIS MATTER.

16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY,
 INCLUDING DESCRIPTION AND DATES.

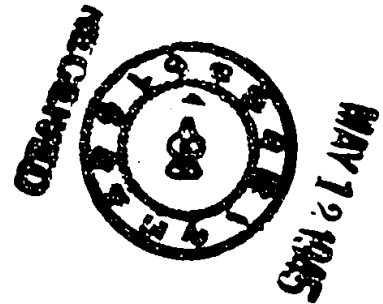
Date of Report 15 April 1945

W. L. Campbell

 WALLIS L. CAMPBELL, Capt. AC

17. RETURN OF TWENTY-FIVE ST. FORMS:
 (See attached statements)

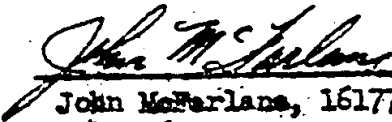
Bombs were away from 20,000 feet at 1214. Coordinates of the target bombed
 were 5226N - 1200E.



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Statement concerning ~~missing~~ aircraft B17G 44-8811, Pilot, Lt. Col. Edwin B. Daily, O-437440, 600th Bomb Sq, 398th Bomb Group (Hv) on combat mission to Derben, Germany, 8 April 1945.

We just turned off the bomb run and were heading away from the target. The tail gunner reported flak at 6 o'clock and three. He said it was not near enough to worry about, then there was a loud explosion and I felt a strong wind blow up through the waist. One of the windows had broken so I looked for flak damage there first. Then I looked back at the tail. There wasn't anything there but a large hole. The tail gunner was no longer there as the complete tail section from the escape hatch back had been blown away. I couldn't see whether he had a chance to use his chute or not. I don't believe he did.


John McFarlane, 16177076
S/Sgt 600th Bomb Squadron
Waist Gunner,
B17G 44-8811

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Statement concerning aircraft BL7G 44-8811, Pilot, Lt. Col. Edwin B. Daily, O-437440, 600th Bomb Sq, 398th Bomb Group (Hv) on combat mission to Darben, Germany, 8 April 1945.

I was flying on the left wing over the lead ship and at about five minutes after bombs away I saw a bright flash about the center of the vertical fin on the lead ship, and the rudder and tail gunners compartment fell away from the ship. I did not see the tail gunner fall out, as I was flying about even and the section that fell away was out of my line of vision.

David A. Woodmansee

David A. Woodmansee, O-715114
2nd Lt 600th Bomb Squadron
Pilot, BL7G 44-8699

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Statement concerning aircraft BL7G 4-8811, Pilot, Lt. Col. Edwin B. Daily, O-437440, 600th Bomb Sq, 398th Bomb Group (Hv) on combat mission to Derben, Germany 8 April 1945.

After turning off the target I took off my flak suit and was preparing a bomb strike message to send into Division. All of a sudden the ship started to lurch and it pushed me about a foot off my seat. I realized there was flak in the area and that we were hit. Thinking that it was under the radio room, I lifted the door to the camera wall to see the damage but there wasn't any to be seen. I sat down again only to find my radio had gone completely dead. Finding the antennae shot away, I tried to use the trailing wire but found that it was stuck. I then went into the waist to roll out the trailing wire manually and then I noticed the tail had been shot away.

Norman Kogen

Norman Kogen, 11138382
T/Sgt 600th Bomb Squadron
RCC, BL7G 4-8811

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Statement concerning aircraft B17G 44-3811, Pilot, Lt. Col. Edwin B. Daily, O-457440, 600th Bomb Sq, 398th Bomb Group (IV) on combat mission to Derben, Germany, 8 April 1945.

I was flying as radio operator in the deputy lead ship of low squadron, with Lt Robert Nolan. We were flying on the right of the lead ship. I can't give a full account of everything that happened for I was busy in the radio room throwing out chaff. Here is a brief account of what happened. After dropping my chaff, I looked out the right window of the radio room to look at the flak. This was the third pass at the target and flak was heavy and accurate. Ships were getting hit all around us. I saw one ship get a direct hit on the left wing. The ship went into a spin at 4 o'clock and then exploded before it hit the ground. No chutes were seen. This one was "Caput"

I looked out the other radio room window about that time and I saw our lead ship (Col. Daily's) get a direct hit on his tail. The tail scattered all over the sky. I saw the tail gunner go out of the tail somersaulting head over feet in mid-air about 150 feet from me. He almost hit the plane flying beneath him. He did not have his chute on. I watched him until he faded out of sight. This was all I saw. I have never seen flak so accurate. They really had our range this time. However we did not get a single burst of flak until after we had made our third pass at the target.

Harry G. Dover

Harry G. Dover, 14135617
S/SGT 600th Bomb Squadron
Radio Operator,
B17G 44-6157

Statement concerning ~~missing~~ aircraft BL7G 44-8811, Pilot, Lt. Col.
Ewric B. Dally, O-437440, 600th Bomb Sq, 398th Bomb Group (Ev) on combat
mission to Derben, Germany, 8 April 1945.

I saw flak bursting all over. One sound I heard and I saw the tail
of the lead ship shatter. Almost instantly it started to weave and
lose altitude slowly. Another burst of flak very close hit our ship.
I turned to see if our tail was hit as bad as the lead ship, it wasn't,
but our tail gunner got hit. At that time I saw a Bl7 at 5 ~~PM~~ o'clock
get hit between number one and number two engines, blowing the wing
off at that point. He rolled to the left and started spinning down on
fire. I then called out flak bursts to the pilot so he could use evas-
ive action when it cleared. I left the turret to fire flares. I saw no
chutes from either ship.

Ralph F. Will

Ralph F. Will, 16142739
S/Sgt 600th Bomb Squadron
TTC, BL7G 44-6157

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

REPORT OF LOSS OF AIRCRAFT - INTERVIEW RECORD

Instructions: 1. If aircraft returned, only questions 6 and 7 are applicable. Question number 5 not applicable to Fighter Groups. Summary will be prepared in five copies, four of which will be prepared. 2. Interrogating Officer will sign original and second copy.

398th Bomb Gp 600 Bomb Sq 4/8 448811-C 8 Apr 45

Hahn, John L. 1st Lt O-774634 8th AF 100th Derben, Germany

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

- (a) Geographic coordinates Not applicable
- (b) Approximate altitude N
- (c) Last noted heading N
- (d) If out of formation, approximate distance from formation N

2. Describe enemy opposition (intensity of flak, intensity and nature of enemy fighter attack, etc., with particular reference to any aircraft involved):

Flak - meagre and inaccurate.

No enemy aircraft opposition.

3. Description of extent of damage to missing aircraft (inc. wing, fuel, or landing, etc):

Tail section blown off (inboard half of elevator, right hand horizontal stabilizer, rudder and vertical fin to front spar blown off, dorsal fin rivets sheared skin loose to 3 stations, left elevator warped, tail cone completely away - fuselage from station 94 to 11 shot off).

4. If aircraft out of control describe appearance:

No control on rear of plane except that which was left of left elevator.

(Over)

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

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

5. If distressed aircraft was out of formation as it last seen with escort? None If so, give distinguishing markings of Fighter (none if noted (Group number, color and/or fighter aircraft numbers, names, etc.)) None

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

No parachutes seen.

7. Any other remarks not covered by above:

When tail section was blown off the tail gunner went with it. No observations were made by crews concerning this plane. The A/C returned to this base minus the tail gunner S/Sgt Wallace E. Kasch 35895845.

8. Date of report 15 April 1945

9. Name of pilot:	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
10. Name of observer:				
11. Name of crew chief:				
12. Name of mechanic:				

13. Name of person (give name and rank) who prepared this report:

Charles H. Kroh
CHARLES H. KROH,

Captain, Air Corps

O-568990

Ast. Intel. O.

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DUTY

14. If you are a member of the crew of a developing aircraft to this account, please provide any other pertinent information, in per O, letter 1, PG, 704, dated 12-15-44, subject "Crew Report", and Report.

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