

Stalag Luft VI

St. Wendel

August - September 1944

collected by

Roland Geiger

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Tel. 06851-3166, rolgeiger@aol.com

and some of those who had been here:

John H. Anderson

John D. Bacon

Robert Cash

Martin C. Chavez

Ray E. Cook

Terry Dyer (+)

Leeland T. Engelhorn

Jack D. Fischer

Karl Haeuser

Earl Hansen (+)

Charles W. Hartney

John P. Harper

Otha B. Huckaby

James A. Kelley

Paul L. Kelly

Walter J. Luke

James D. Myers

Winfried Riemer

Editorial

Five years ago I participated in publishing a book about the occupation of St. Wendel County, State of Saarland, Germany, by Patton's Third Army, XX Corps, 10th Armored and 80th Infantry Division. Every village of the county was described there, its situation in the war and finally the circumstances of its occupation. There was something special on the village of Bubach because in April 1944 a B-17 had belly-landed on a hill outside town. And the author of the Bubach article found a photo of this plane and it was published in the book.

My friend Klaus Zimmer from St. Ingbert-Hassel started research about this plane and the circumstances of its 'landing'. He found the 92nd Bomb Group and finally located five members of the former crew and the ME-109 pilot who was credited with the kill. In April 1996 two members - tail gunner Blaylock and ball turret gunner McKenzie - came to St. Wendel county for a special reunion in Germany - a really big event for both Americans and Germans. This also started my research on this subject when we found that more than 10 planes of different nations crashed in our county in Second World War. Other crew members of other planes came and also members of other units, f.e. of the 10th Armored Division.

Finally - about two years ago - I found a very short note in a book about military units in German towns saying that there was a Stalag Luft VI at St. Wendel, my hometown. But whom to ask about his? There was no Internet access at that time. But I was given name and phone number of Leonard Rose, chairman of the Stalag-Luft-IV Historical Association. So I rang the phone and called him. He was very helpful. Yes, he told me, he knew of St. Wendel and he had a list of several veterans who were at St. Wendel in the war. Some of them had visited the town later but there was no evidence of a camp and no one seemed to dare to remember it.

Well, people didn't dare to remember there was nothing to remember. The flak area was a forbidden or secret zone. No civilian was allowed to enter and no one knew what was going on there. I finally located three Germans in St. Wendel and talked to them. They had their basic training in the flak area but in 1939 and then were commanded somewhere else (one of them told me his first contact to American flyers was in late 1943 in Schweinfurt when he was sitting at the other end of a 8.8-AA-gun). That was the closest information I could get. Everyone knew there was a flak position and there had been barracks. But that's all. No one ever heard of the camp.

Later I found a document written after the war listing all the different camps at or near St. Wendel, most of them work camps for Russian or French POWs. This document - courtesy of Michael Landau, Niederlinxweiler - states there was a camp in the flak area for British officers coming from the East, staying for about six weeks and then going back the east. And there was no name list of the prisoners. That's it.

Finally: this is not my end of work but a summary or better documentation of all the letters you wrote to me during the last two years to tell you that I did not forget you.

Thank you so much for your help.

Roland Geiger

my questionnaire

Please, give your name, rank, bomb group and squadron, your position in the plane, maybe name of the pilot and nickname of the plane or the tailnumber

1. Where did they shot your plane down: date and place
2. Where did they take you after capture
3. How did you get to St. Wendel - by train, truck, per pedes
4. How did you get to the camp after reaching the town, how far away was it from the town, could you see the town itself?
5. Note: St. Wendel has a big church right in the middle which is very characteristic for the town. Outside the town there is a big monastery on top of a hill overlooking the countryside (Missionshaus). During the war it was occupied by SS-troops for training. The town had two hospitals: one in the outskirts (civilian), the other one in the St. Wendel barrack at the road to Tholey. Can you remember something of this?
6. How long had you been in the camp?
7. How many POWs were there
8. Only US or other nationalities
9. What kind of buildings were you in and how building were there; how was the camp itself secured
10. Where did you go after leaving St. Wendel, how did you leave
11. Do you remember something special during your stay or incidents in or outside the camp
12. Have you ever been in St. Wendel after the war and when
13. Are there any documents you have about your stay in St. Wendel, maybe scetches, drawings or photos you could sent me a copy of (maybe only a xerox copy)

Thank you very much for your help.

John H. Anderson

P.O. Box 13753
Mexico Beach, FL 32410-3753

Dear Mr. Geiger,

Your letter to Leonard Rose was read at a reunion of the Stalag Luft IV American Ex-POWs held in Tacoma, Washington, on Friday, September 16, 1997. Leonard said that he had given your letter to Charles Hartney of Wichita Falls, Texas, who was to write an answer. Since I was one of the first contingent of POWs to arrive at St. Wendel I thought I would also write and tell you a bit about the camp as I remember it. I was there from August 16 to September 5, 1944 which was only a total of 20 days. I kept a diary and I thought you might be interested in reading what I wrote while I was at St. Wendel.

In 1991 my crew had their first reunion for which I wrote up our experiences during training and our flying missions in Europe. When we had another reunion in 1994 I did the same for the days we spent as POWs. I gave copies to each member of my crew and each of my children. This year two of my crew members have died. Three others had passed away earlier. Thus not many people have read of my personal thoughts and reactions to events mainly beyond my control.

In my case, I was a radio operator on a B-17 assigned to the 388th Bomb Group, 561st Squadron, stationed at Knettishall, England. My crew and I were shot down on our 24th mission over Berlin on August 6, 1944. After one night in a jail in Berlin I was sent by train to Frankfurt the next day. I stayed a while at Oberursel, just north of Frankfurt, for interrogation and then took a train to Dulag Luft at Wetzlar on August 10. On the 14th a group of close to 100 men left Wetzlar on a train and went back to Frankfurt where we witnessed an American bombing raid. We arrived at St. Wendel on the 16th and marched through town to get to the camp.

The camp was not yet completed. We were placed in a large garage-like building just outside the camp. The Germans opened all the canned goods we had so we had to eat the food immediately. My diary was kept on a sheet of paper which I hid in the binding of the New Testament I had with me. I will give you a summary of what I wrote:

August 17

Finished up Red Cross food. Helped unload beds from truck. The weather is rather hot. Bread for breakfast, soup for lunch and bread for supper.

18

Three enlisted men of my crew arrived and joined two of us in camp. Helped them eat their parcels. It is good to have friends. Things could be worse.

19

Didn't do much all day long. The soup for lunch and supper was quite poor. Washed and shaved. Washed clothes. Need a haircut. A lot of extra time on my hands. Camp going better. New latrine tomorrow.

20, Sunday

Up at 6:30. Was on detail making beds. Missed part of church service. Had better dinner. Potatoes in soup. A little more soup for supper.

21

Up at 6:00. Read New Testament some more. Had fair lunch. Played cards. After dinner I helped peel potatoes. Ate a couple of raw potatoes and felt better.

22

Worked outside of camp shoveling dirt into a hole. Feld weak. Wrote letter home. Slept a little while. Quite hot. Took a cold water bath. Food fair. Cabbage in soup. Played cards.

Just a short distance from camp was a tremendous hole, probably dug for an air raid shelter and then abandoned. According to the Genevan Conventions sergeants who are prisoners of war do not have to work but may be made to supervise work. All the POWs at the camp were sergeants from the Air Force. We talked it over among ourselves and decided to protest the work assignment. The Germans cut us of meal saying, "no work, no eat". We met again and decided it would be wise to work, or, at least, give the appearance of working. A work detail was out filling up the hole most of the daylight hours, but we didn't work hard. It would have taken months to fill up that hole.

23

Had to go on detail shoveling dirt again. Worked harder this time. Had jam on bread for both breakfast and supper. Soup not so good. Didn't do much afterwards. Helped make a deck of cards. Hot today.

24

Stayed in bed most of morning. Went on detail putting beds together. Not hard. Took cold water bath. Got Red Cross parcel. Had 2 bowls of soup for supper and salmon. Morale much higher. Feld good.

25

Up early. Played cards during morning. Rained. Chow was late. Soup was good. Had a couple of air raid alerts during day. Last one during supper. Food is plentiful now. Talked with fellows. Good fellows. Had haircut.

26

Had air raid during night. Bombs fairly close. After roll call I washed clothes. Another air raid. Slept part of afternoon. Another alert at supper. Food like oatmeal (barley) today. Tomorrow we eat good.

Sunday, 27

Stayed in bed late. Roll call at 9:00. Went to church. Could be better. Ate a lot of food for dinner. Slept in afternoon. Air raid twice.

28

I should accomplish more. I would feel better. Got another Red Cross parcel. Still had some cheese left from last one. Played cards with crew.

29

Cooler. Ate breakfast. Had jam on bread and coffee. Roll call. Had soup and milk for lunch. Soup and milk and corn beef for dinner. Rained some. Not enough to do.

I believe this was the only time we were given some milk. It probably came from powdered milk in the Red Cross parcel. Evidently, the food was being prepared in the kitchen inside the camp. At the next camp each kriegie received 14 can of powdered milk a week to do with as he pleased. Except for Thanksgiving and Christmas weeks were on half-rations of Red Cross food. Food was mor plentiful at St. Wendel

30

Cloudy and cooler all day. Stayed in bed most of morning. Maurer sick. Took a nap in the afternoon. Started to think of music. Wrote to my sister Vivian. Had air raid as usual.

31

Cold and cloudy all day. Played cards. Slept. Meals fair. Hope we aren't here too long. Talked as usual.

September 1

Air raids off and on all day. Six raids althogether. No bread for lunch and not much for supper. Laid in bed and thought a lot. I wish I had something to do to take up time.

2

Rained all day long. Got two slices of bread for breakfast. Soup no good for lunch. Opened up can of salmon. Had spinach for dinner. Slept in afternoon. Washed. Quite cool. Talked a lot.

Sunday 3

Cold night. Windy and cold but finally warmed up in afternoon. Air raid lasted all morning. Talked with Maurer. Dinner was late. Read Testament. Had two cups of coffee for supper. Sat in sun awhile.

4

Sun came out and it got warmer. Soup was terrible for dinner. Shaved. Got headache and laid down. Couldn't eat supper. Nelson gave me aspirin. Felt a little better. Walked around. Went after coffee for breakfast and bread in afternoon.

This was the day we got to use the latrine in the new camp. I remember the toilets were different from ours at home but a lot better than the outdoor facilities we had been using. It was the last time I got to use a mechanical toilet for the next 8 months.

In the distance we could see a highway, and a number of tanks and trucks were moving toward the interior. We heard that the Allies had rushed across France. Information was scarce, but we did hear a lot of rumors. Actually, DeGaulle entered Paris on Aug. 26th, British amoured columns entered Brussels on Sept. 23rd, Antwerp on the 4th and then penetrated into Holland.

Each of us felt that the war was nearly over. In Worl War I the Germans had capitulated rather than fight on their own soil. It looked like they were rushing back home. There would probably be one more big battle and then Germany would surrender. Everyone took a date for the end of the war. Many picked dates in late September or October. I picked October 4th. The most pessimistic fellow picked November 11th for obvious reasons. We talked about a mass escape but it did not seem feasible. I would judge that there were about 400 to 450 prisoners at our camp.

5

Air raid lasted all morning. Went after potatoes for dinner. Had plenty to eat. Tanks getting close so they evacuated camp. Marched down to railroad. Got in box car. Quite crowded 46 men & 7 guards. Plenty of bread and butter. Played cards.

We were not surprised to have to leave camp. We must have had a minimum of 15 air raids while we were there during which we had to remain under cover. There were a number of Italians around camp who were workers, but they did not work very hard. If we had ever been able to get into the camp it would have been a nice set-up, but this was not to be.

It took us 5 days to arrive at Kiefheide where we got our shoes back and walked 40 minutes to Stalag Luft IV, where we were processed and searched again. My diary, inside the binding of my Testament, was not found. I was placed in a tent in A Lager and moved to C Lager when they opened it up on Sept. 26th. Camp life was fairly enjoyable with two roll calls a day our only required duty. I taught music theory to a number of fellows, directed the church choir and glee club, attended Bible study every week., morning devotion every morning, and conducted an hour meeting every evening in the barracks after we were locked up for the night. We stayed in camp until Feb. 6th when we evacuated camp and walked across Germany for the next 53 days. We arrived at Stalag XIB at Fallingbommel on March 29, 1945. I was liberated by the British at that camp on April 16th at 8:37 in the morning. Other crew members had to march on until they were liberated around May 3rd.

This is probably more information than you wanted. While I was at St. Wendel I wrote 3 cards and a letter home which I still have. St. Wendel was called Stalag Luft VI. An earlier camp at Heydekrug, near Lithuania, had been named Stalag Luft VI, but when the Russians threatened to overrun the area in early July, 1944 the 3200 men evacuated the camp on July 14th. They marched to the seaport town of Memel on the Baltic Sea. They were placed in the hold of two ships. Three days later they arrived at Schweinemünde. Boxcars then took them to Luft IV near the train station of Kiefheide. This group of prisoners were mal-treated by the guards as they ran from the station to the camp.

In April of 1994 I returned with a group of Ex-POWs to Kiefheide, which is now called Podborsko and situated in Poland. The Luft IV camp is covered with trees, but I was able to locate my barracks. I was unable to find the spot where I landed by parachute just outside of Grossbeeren, a suburb of Berlin. Chuck Hartney, whom I met on the trip in '94, said he had visited St. Wendel but was unable to locate the camp. As I recall your letter you were having trouble also. I assure you that we were there somewhere.

Thank you for taking the time to read this.

Best wishes

John H. Anderson

In a book I have called "The 388th at War" it lists number 44-6088 and calls it "Fortress Nine". The report of the Operations Officer to the commanding officer about the mission on Aug 6, 1944, states that the only plane lost that day was 44-6098. The only record have about the plane only lists the last 3 numbers 098 which I thought was named "Little Donna". My crew flew that plane on July 19, 25, 27, 28 as well as on the last mission Aug 6.

Enlisted men of crew of Robert Rave, pilot, substitut pilot: Donald Kluth, 388th BG 561st BS

Radio Operator TSgt John H. Anderson
Engineer TSgt August W. Maurer
Ball Turret SSgt Don Nelson deceased in 97
Tail Gunner SSgt Ernest Crawford deceased in 97
Waist Gunner SSgt Robert McIntyre no contact

1. Berlin, August 6, 1944, 12:35 p.m. Some landed in city, I landed in the country and was taken into Grossbeeren (?) for interview
2. took seven hrs and a bit to arrive at jail in Berlin. The next day, August 7, four of the crew plus 2 other Americans were taken by 2 guards to train station where we took train to Frankfurt. Walked across town, then on train and streetcar to interrogation center at Oberursel. On Aug 10 we went by train to Wetzlar (Dulag Luft). Left there on Aug 14 on train.
3. Rode all day on Aug 15 except for stopin station. American bombers bombed Frankfurt while we weree there. Saw planes get shot down. Arrived at St. Wendel in first contingent to arrive. Walked through town to camp.
4. I have no recollection of the town or the distance involved
5. from Aug 16 til we left Sept 5 on box cars → 20 days
6. I would judge 400 to 450 prisoners there
7. all American as far as I know
8. we were in a long sorrow building like a garage. On one side was the new camp which was still being built. Barbed wire was around the building. An open space for roll call and walking was in front of building.
9. box car hold 46 men + 7 guards, each end was fenced off with barbed wire. Shoes were placed in middle with guards.
10. got to use modern toilet facilities on Sept 4th. I picked up coffee for breakfast and bread in the afternoon that day also
11. never have
12. it wasn't until I was at Luft IV that I began to take more notes.

Datum: 23.04.99 04:20:26 (MEZ) - Mitteleurop. Sommerzeit

Von: Elja22

An: Rolgeiger

I thought I had sent you my name. Sorry that you cannot come in October. I'll try to contact as many as I can and I hope Leonard Rose will help me. I did write to Ray Cook who lives fairly close and invited him to come to the next meeting of our local AX-POW chapter so we can compare notes. J.L.King is another ex-inmate of Luft VI and he had a by-pass this past week, but may be able to recover enough to come to the meeting. My engineer in Colorado should be able to contribute to the information also. He had a stroke and has not been able to communicate lately, but seems to be doing well now. I am considering flying out to Colorado to see him because we have not seen each other for 54 years. I'll try to keep you informed. My name is John H. Anderson

Re: Kriegie-number
Datum: 09.04.00 20:18:49 (MEZ) - Mitteleurop. Sommerzeit
From: elja22@gtcom.net (John H. Anderson)
To: Rolgeiger@aol.com

I had my Kfg. dog tag when I got home, but I have not seen it for years. When I begin to write my experiences again I shall make a thorough search and see if I can find it. Chuck Hartney sent me the names and numbers of a group of ex-kriegies which were at Luft 6 and also in his room at Luft 4. Most of the alumni of Luft 6 ended up in C Lager at Luft 4. He mentioned J. C. Helfrich who had the Kfg. number of 4005. That is the number I thought I had when I wrote of my experiences in August of 1994. I plan to write Helfrich and see who is correct. It is unlikely that two had the same number.

I'll let you know the results. John Anderson

Re: Kriegie-number
Datum: 04.05.00 23:43:03 (MEZ) - Mitteleurop. Sommerzeit
From: elja22@gtcom.net (John H. Anderson)
To: Rolgeiger@aol.com

If I have already answered this please forgive me. My Kfg number was 4005. Chuck Hartney has written me that S/Sgt J.C. Helfrich had the same number. Is that possible? I need to locate the dog tag and check on the number. but I think I am correct. I have finished three articles for the Bulletin but decided to contact the fellows who answered your survey and see if they had any additional information to offer. I plan to submit it to the editor after June 10th. Do you receive the Bulletin? If not, I can make a copy of the material that they print. Of course, they may disregard the whole thing. John H. Anderson

John D. Bacon

302 W. Elm
Auburn, MI 48611-9459

2. August 9, 1944 shot down over Saarbrücken
3. do not recall name of small town
4. by train
5. on foot, as I recall the camp was South of railroad + the church to the North
6. one week possible 2. Not very long
7. only a few hundred
8. do not recall
9. the camp was only one large building, all one room, secured by a single fence
10. Stalag Luft 4 by 40+8
11. I believe the camp had prisoners from other branches of service. As a crew went out each day to dig footings or trenches for building foundations not for food, as stated in letter.
12. no

Dear Mr. Geiger,

I have just received from Mr. Rose a copy of your letter dated July 25, 1997. I also know that Walter Luke has written to you.

I am enclosing a copy of 3 things, think you may be interested in the bottom one, doubt I would need to explain any of them except the dog tag which was No. 4198. With that in mind some or all of the 117 men could have had Nos in that range.

I do not think Stalag VI was ever really built. During my short stay there we lived in a building perhaps 60 to 80 feet or more long and 15 to 20 feet deep with large huge door opening to the S. Dust (?) floor and no beds or other _____ enclosed with wire fence + gates. A crew ent out each day to dig footing for the camp.

With the advance of the allied front we were moved by 40+8 to Stalag Luft IV where I remained till the Russians advanced. We left on foot in early February in groups of perhaps 200 + and slept in barns and ditches + woods moving each day weather permitting till the 2nd of May when we were freed by the British.

Hope this will be of some help to you. I pain to place some or all of what material I have in the POW museum at Andersonville, GA, after it opens in April of this year.

If you fell I can be of further help, please advice.

2nd letter of Feb. 5, 1998

Dear Roland

I enclosed pictures of dog tags. Was issued 2 by U.S. Army, now have one Germans took when they gave me POW tag. Which is really 2 when seperated. Reads STAL LUFT No 4198. It is material of _____, I stuffed it up with wire brush.

U.S. dog tags reads John D. Bacon 36562550, 3A Rowena Bacon Bentley Mich. P.

My mother was 100% German, her family name was Schmidt.

MBS- International Airport is only 5 miles from my home. It was built during WW2 to train B-24 crews. German POWs were housed here for a while and they worked in sugar beet field. The barracks are now gone. This part of Michigan is flat and good for farming, and has a lot of good German people.

With friendly regards

Robert L. Cash

born Nov 13, 1924, Okmulgee, Ok, flew as TSgt and 1st Radio Operator and gunner from North Pickingham, England, in the 492nd BG, 856 BS, and was shot down over Baltic Sea, midway between the Islands of Rügen and Bornholm, June 20, 1944, on way to Politz, Germany. Flying with a crew of nine, he prove to be the sole survivor after liberation. After two months spent in Luftwaffe hospital in Greifswald, Germany, was sent to Wetzlar for interrogation and then to Stalag 6, located at St. Wendel, deep in the Saar Valley. After about one month and near liberation by Gen. Patton, spent six days and nights aboard a 40 & 8 box car, on way to Stalag 6 located near Grosstychow, arriving Sep 10, 1944.

Five months later on Feb 6, 1945, they marched out of camp and spent 72 days marching in circles and ultimately westward, through camps at Neubrandenburg, Fallingbostal and others as they continued western march for a small community some 25 miles outh of Hamburg, known as Melbeck. Here they were liberated April 20, 1945, by General Montgomery and the 11th Armored Division of the British Forces. Some 600 to 700 miles covered marching that 72 days, left him with 111 lbs. hanging on his 6'-4" frame. Some three weeks in a British hospital at Westscott, England, fattenend him jup enough to return home June 10, 1945.

Received formal education at University of Oklahoma, in Petroleum Geology, graduating June 1949, and after 40 years in the business, he continues his profession as a consultant and oil producer in Dallas, TX.

from: American Ex-Prisoner of War, Paducah, Kentucky, 1991

Datum: 26.02.00 20:20:28 (MEZ) Mitteleuropäische Zeit
From: rlcash@airmail.net (Robert L. Cash)
To: Rolgeiger@aol.com

Dear Roland-

Not much to add from some of your messages to me from others reports. I I arrived it seems to me , in late July or early August to a long barn-type structure which housed some 500 + kreiges. Facilities were sparse to none, including what little food we received.

The most important time in my memory, was one night we heard artillery fire which seemed to be moving, thus we discerned it to be tank fire. We were correct as we later found out General Patton was trying to make his way into Germany from Metz not far to the West. This occured less than 30 days after my arrival, and I thought my incarceration was going to be brief, but not to be. That night or early the next morning we were hearded in to 40/8 boxcars, some 50 to 60 men to a car, located in the ends of each car, with guards located in the door areas with barbed wire separating them from us. No effort to mark the train with white crosses or POW's was made and we were moved NW thru Saarbrucken, Frankfurt, Berlin and other scenic locations during the six or seven day trip to Stalag Luft IV, Grosstychow, in Poland, which was in the hands of your countrymen.

At every stop in the above mentioned cities, we stopped and all the guards quickly locked us in the cars and they made there way to bomb shelters. Thank God we were never hit by bombs, but the last day of the trip a P-47 straffed the train, not knowing who was aboard, and unfortunately killed several krieges in the last car. That train trip was one of the most inhuman acts perpetrated on us to that time. Most every one had dysentary and

we were not allowed off the train to take care of ourselves which meant we did it in the face of our fellow krieges as there was not enough room to even sit down at one time. .

I'm sure you have heard enough of this, as it didn't apply to details of the St. Wendel camp. Sorry but I tried to expunge most of this from my mind for many years, and go on with my life, therefore my memory is quite vague after some 55 years.

Bob Cash

Kriegsgefangennummer #4026

Martin C. Chavez

2018 Quail Run Dr. NE
Albuquerque, NM 87122-1100

Master Sergeant
Aerial Engineer and Top Turret Gunner
398 BG 600 BS
Pilot I. Alnadeff
B-17

1. On way to 24th mission - August 6, 1944; Brandenburg, shot down by flak
2. by truck to German air base - then to German interrogation outside Frankfurt (1 week)
3. by train - camp was old German motor pool with fence around it. No doctor, no latrine.
We used a "ditch" - eliminated at night in old wine barrels - dumped into ditch in a.m.
4. we walked - don't remember it being far
5. no
6. 6 weeks
7. no doctor, about 100 POWs - only US soldiers - not to many German guards. Don't recall German officer
8. 1 building - old truck motor pool. never left camp - secured by fence + a few German soldiers
9. nothing special - no books - walked and talked all day - very boring, boring
10. believe we were walked to train station. 5½ day boxcar ride - across Germany to Kiefheide, Poland - arrived late September 1944
11. also in the camp enlisted crew members of my crew - too many to list; I recall Russian prisoner - Dead of winter - wooden shoes, no socks, no gloves, no jackets, pumping the super-doooper "shit scooper" clearing out latrines daily.
12. no
13. no

Ray E. Cook

1848 Tap Dr Lot 2
Marianna, FL 32448-5376

SSgt
Ball Turret Gunner
8th AF 390th BG 569th BS
B-17 F # 29962 "Green Banana"
Pilot: Lt. Robert M. Buckley
1 KIA, 8 POW

8 AF 390 BG 569 BS
B-17F # 42-29962 "Green Banana"
16.08.1944 AA near Zeitz, Germany

1. Zeitz, August 16, 1944
2. a small village. I do not know the name. Next, Frankfurt then Wetzlar
3. train
4. don't remember
5. don't remember
6. not more than 3 or 4 weeks
7. about one thousand. This is only a guess
8. as far as I know only U.S.
9. one story wooden barracks (temporary type). Secured by a fence, patrolled by guards.
10. Stalag Luft IV at Gross Tychow
11. only what I told you about the guard who took me out of the camp at night and helped me steal some potatoes for food.
12. no
13. no

Sorry, I can't be of more help. After 53 years it seems a bit dim. I believe that the camp was put there to take the overload from Wetzlar when they finished interrogating us. As soon as they had a permanent prison they would move the men out.

390 BG 689 BS
B-17F # 4229962
14.08.1944, 1155 hrs
target oil refinery at Zeitz, Germany
crash site: 12 km south east of Weissenfels.
MACR 8455
KU 2763

P	Buckley	Hobart W.	1Lt	RTD
CP	Nye	Robert E.	2Lt	RTD
Nav	Stearns	John W.	2Lt	RTD
Tog	Hughes	Lewis H.	SSgt	RTD
ROp	McDermott	Francis T.	TSgt	RTD
TT	Blackmon	Charles W.	TSgt	RTD
BT	Cook	Ray E.	SSgt	RTD
TG	Harms	Herbert W.	SSgt	KIA?

WG Combo William White SSgt RTD

Harms' dog tag is part of the KU-file.

At about 1131 hrs at about 21,000 feet, before bombs away near Zeitz AC 962 flying #6 position lead squadron 390 C Group, peeled off to right and out of formation and lost altitude after being hit by flak. Crews reported one to three chutes were seen. One crew reported #1 engine on fire. Other crews reported fire or apparent distress observed. When last seen AC was weaving in left and right but apparently under control at 18,000 feet about 1135 hrs near 51N-1165E, heading 230 deg True.

Interrogation of McDermott:

he met all crew members on the ground except SSgt Harms. No Knowledge whether he bailed out. The plane struck the ground near target in pieces. It blew up in midair.

After reports given by eye-witnesses craft downed burning from very high, but recovered itself near the ground and then exploded at a height of about 220 yards. The crash resulted in a 100 % _____. Out of the wreckage only the stabiliser could be safely identified. Only 2 parachutists were seen by the population and despite a careful research of the plane of the crash no dead were to be found. It is supposed that the missing crew had already jumped and had landed in an eastward direction from the place of crash. it is still remarkable that despite the explosion of the craft 11 bombs, each weighting 90 pounds, had not exploded and were lying around the plane at the crash.

Terry Dyer (+)

courtesy of
Frances E. Dyer
101 Green Valley Rd.
Upper Darby, PA 19082-1307

Francis E. Dyer enlisted on march 25. 1942, and served with the 782nd BS, 465th BG (H), 55th Wing, 15th AF. He left college to enlist and was assigned to motor operations in QM. He was transferred to the USAAC, was sent to Armament School at Lowry Field, CO; and Gunnery school iat Harlington, Texas.

He was tail gunner on a B-24 in Italy. They were shot down over Friedrichshafen, Germany by ME-109s and FW-190. He was one of three survivors out of a 10-man-crew. He was imprisoned at Stlag Luft VI (St. Wendel) and Stalag Luft IV and force marched from Feb. 6, 1945 to May 2, 1945. They were liberated on Max 2. 1945.

His awards include the Purple Heart, Air Medel. POW Medal, Gond Conduct Medal. EAME Medal with three stars. American Theater Medal, and WWII Victory Medal. He was discharged on October 15, 1945, as a staff sergeant.

Graduating from Temple University in 1948, Dyer was in the retail business (administrative) for 23 years and eight years in mail order. He married Mary Jane who is deceased (Sep 4, 1979) and then married Teresa on April 16, 1982. His children are: Francis E. Jr., Mary Ellen Crawford, Thomas Leo, Margaret Mary Burghart, Maureen Frances Pollard, Therese Mary Burghart, Maureen Frances Pollard. Therese Mary Mantell, John Joseph, Mary Anne White; step-children, Teresa Noga and Janmes P. Gallagher; and 17 grandchildren.

He passed away in October 1997.

Leeland T. Engelhorn

6221 Lake Apopka Pl
San Diego, CA 92119-3520

SSgt, Ball turret gunner
15th AF 55th Bomb Wing 465th BG 780th BS
B-24
pilot: Lawrence Crane
Base: Pantenella Air Base, Italien
flew from Pantenella Air Base, Italy

1. August 3, 1944, returning from a bombing run on the Manzel Jet Plant, Friedrichshafen, Germany - by Me 109s, 11:24 hrs - 5 B-24s and 13 Me-109s lost - crashed near Innsbruck, Austria - I was taken POW near Imst, Austria
2. I was loose for 18 days - taken by German lieutenant from Imst to DuLag Luft Wetzlar then to St. Wendel
3. by train - I think I went to Mannheim on Stuttgart first - not sure - my memory is quite dim on this (incidentally the Engelhorn family has its beginning in Altlosheim near Mannheim - my father's father migrated to the US in 1860s from Hockenheim)
4. don't recall - Luftwaffe Lt. delivered me personally
5. No - none of this do I recall
6. quite a short time. Remember I was not captured for 18 days. then short time in hospital of Imst - then to several Luftwaffe Air Bases - to Dulag Luft then to St. Wendel. Incidally I caught up with 3 members of my crew there - 2 were KIA. These men were picked up on August 3 - officers went to Barth
7. don't recall - maybe several hundred - maybe more
8. only US that I am aware of
9. the building that I was detained in was - I think - a large round building - used as a motor pool - garage or maybe house barn - open - with straw on floor - no latrines - very filthy
10. train to Stalag Luft IV
11. nothing - exempt this large barn like structure was surrounded by barbed wire with machine gun towers at intervals. All of us picked up body lice there because of the unsanctuary conditions
12. no - but I would like too very much. I recall the beauty of the country side - with vineyards and orchards - is this correct? Is the location in the Saar Valley?
13. none

MACR 7538
ME 1855

15AF
465 BG 780 BS
Friedrichshafen

03.08.1944, 1137 hrs

B-24 # 42-52498

P	Crane	Lawrence Richard	1Lt
Co	Kurtz	Robert Russell	2Lt

Nav	Spontak	Joseph	2Lt	
Bom	Britton	George Henry	2Lt	
Eng	Bracken	Leonard Edward		SSgt
ROp	Cooper	Johan Shreffler		SSgt
Gnr	Englehorn	Leeland Thomas		Sgt
Gnr	Jezowski	Anthony John	Sgt	
Gnr	Hamilton	Lawrence Joseph		SSgt
Gnr	Sellars	Charles Francis		SSgt

no witnesses. Not seen after attack by enemy fighters

a map shows an area west of Innsbruck, including the towns Lermos, Elmen, Nassereith, Haining.

statement of Paul Schmitt, Captain, AC, S2 Officer of 465 BG

on the mission of 3 August 33, on the return trip over Austria-Germany, our group was attacked by enemy aircraft. During the short time the attack lasted, the fast action and shifting movements of planes was so confusing that it was impossible for personnel of our formation to accurately identify our losses in planes as they left the group.

Some of the planes were burning and others damaged and dropping out of the formation and down, all in a very few minutes. Parachutes were seen coming from most of the planes, but it was not possible to determine the identity of the planes in most cases.

Sellars, Gunner

1. not to my knowledge

2.

3. I assumed that his chute had burned up

4. no conversation - interphone out of commission

5. to my knowledge only badly burned about face

6. in waist compartment

7..

8. While in the bomb bay section Sellars came out to me and motioned that his chute had been lost. I tried to get him to ride down pick-a-back but he returned to the waist compartment which was badly burning. I got up from the catwalk and went in to look for him but he was not seen. I assume that he had found the extra chute and had bailed.

Upon getting in contact with the other crew I later found out that there was no extra chute carried that day. I noticed only the burns on his face and could not tell if he was wounded further. It was his first mission with our particular crew.

Interrogation of Kurtz:

2 Waist Gunners, Ball Gunner, Bombardier left thru waist windows and bomb bay; Pilot, Copilot + upper turret gunner thru bomb bay, navigator thru nose, nose gunner and tail gunner no knowledge

Because of an automobile accident several days earlier 3 members of our crew were not available. For the mission of August 3rd accordingly 3 gunners of another crew flew with us that day and I am not familiar with their names and corresponding crew positions.

However from other crew members in the waist I learned that the tail gunner was killed

practically instantly in his position as the fighters which shot us down attacked from the rear and the tail was under immense fire.

From the navigator I learned that the nose gunner was ready to bail out of the nose immediately following him but evidently either the sip exploded before he jumped or he was killed in landing by natural circumstances or the Germans.

About Hamilton:

saw him floating down in parachute. lost sight of him in clouds. he was headed for a high mountain peak. I assume that he met his death upon striking those jagged rocks. I have heard from his mother that his body has not been recovered and I am firmly convinced that his remains are somewhere on those mountains.

Statement concerning the plane crash on the 3rd of August 1944 at Brändle near Ehrwald

Ehrwald, 23. June 1946

On the 3rd of August 1944 at noon 4 formations of American planes flew over our valley from the direction of Innsbruck and were going in the direction of Kempten. Some time after they returned and German fighters attacked the last planes. One of the planes burnt at once and crashed near my house. Some German soldiers who stayed here went to the crash point but they did not come back, Therefore, I went to the crash point in the afternoon and found a dead man in a distance of 250 meters from the plane. He was approximately 5 feet 6 inches tall, had curly hair and was burned very badly. I supposed that he was a navigator because he had still the head-receiver. In the wreckage of the plane was also a mutilated body which was burning. I supposed that he was also a pilot because he was in the nose of the plane. His hair was reddish. I did not find personal effects or identification tags.

From this plane 4 men of the crew jumped out with parachutes one of them was a lieutenant. This officer went to an Alpine dairy which is situated in a little distance from my house. 2 other airmen were escorted to my house by a shepherd boy. They went then to Ehrwald. A customer of my Hotel, who was walking near my house, came back with one of the flyers. I ask two civilians who were by chance at my inn, to accompany him to Ehrwald. The fifth pilot was brought from the Coburger Inn. 3 or 4 weeks after my colleague, who the innkeeper of the Coburger inn, told me that a commission had inspected the crash point. The bodies, which were already decayed very much, were doused with gasoline and burned. The remains were buried at the crash point.

Statement received from Joseph Posch, innkeeper at Ehrwald.

Unknown X-6878

Reinterred US MilCem St. Avold, IIII-4-48

Statement

On the 3rd of August 1944 at noon the last formation of American planes was suddenly attacked by German fighter planes above the valley of Lermos and Biberwier. One bomber was shot and exploded in the air. From the other burning planes several parachutes bailed out. I hoped that though it many lives would be saved. On plane crashed near "Brändlisee". I wanted to go the crash point and to write down the number of

the plane in order to facilitate investigations. But I did not find the time. The bad weather, the school and other duties prevented me from doing so. When I heard that the dead man who had been found near the plane, had been burnt by German soldiers because his corpse was already putrefied very much, I supposed, that the souls would have established the number of the plane. The formation returned to Italy and was flying from the west to the east.

Signature: Alois Haufis, Priest

Jack D. Fischer

Sgt

8th AF 303rd BG 358th BS

ball turret gunner

B-17

15.08.44

1. waist + tail gunner killed in plane. Co-Pilot was killed by civilians on ground. The rest POW - near Trier + Prüm
2. to Köln and then to Frankfurt
3. by train from Wetzlar to St. Wendel
4. I think we walked after we arrived in St. Wendel. You could see the town from the camp.
5. I think you could see the church from the camp
6. we were the last group to arrive. Maybe a week and a half
7. I guess around 125 to 150; only US; no German civilians around, no doctor
8. one beg barn - enclosed in barbed wire
9. Chuck Hartney and Frank Dwyer tried to escape about 3 or 4 days before we were moved out.
10. Grosstychow Stalag Luft IV
11. we could see the red deer late in the afternoon on the fields south east of the camp
12. no

Karl Haeuser

93 Bakersfield Ave
Cayucos, CA 93430
805-995-2079

SSgt
Turret Gunner
9th AF 410th BG 644th BS
Pilot: Thos G. Walsh - KIA
Light bomber A-20G # 439502 "Mopsy"

1. Gr Couronne, France, south of Rouen, August 4, 1944, approx. 20:00 hrs
2. first of the local Luftwaffe HQ. Then by truck at nite, to Evreux. About 2 days there, then to a church on a hill near a German airfield. About two days to Paris and by train to Germany. The trip from Paris to Metz took about 8 days as the Allied planes shot up the train
3. by train from Wetzlar
4. I think we walked from the train. The barracks were on a hill and we could see the town from outside. The barracks looked very much like those pictured, that you sent.
5. no
6. I arrived with the first group of POW's; about August 20, 1944. We left about the middle of October, as best as I can remember. US Grasshoppers were dropping leaflets to the people, asking them to surrender peacefully. We evacuated, we assumed, cause the Allied troops were coming near, only about 100 km, perhaps two weeks away.
7. I would guess no more then 200, 250
8. only US, as I remember
9. I remember the barracks with yard around and a high fence. Do not remember gun towers. The German guards walked among us, not much security.
10. by train, thru German to Kiefheide. It took us about 2 days, maybe 3 nights to get to Kiefheide. We were in the train yards of Frankfurt at noon, whe the B-17s were making contrails over us. We were in 40 x 8's, and could see out the small window. The Wehrmacht guards had taken off at the siren. The skeleton of steel girders of the Station was visible, but no glass! There were about 2 or 3 tracks being used, all of the other 40 were twisted steel. It was like a steel desert. One night they stopped the train in a tunnel, dark, smoky, I thought this is how they are going to get rid of us. But our guards were still there. I was scared stiff, guess that was the first evidence of my claustrophobia. Finally arrived at Kiefheide, and that walk to Luft IV in the fresh air was like a clean bath to me. Funny how one remembers some small detail, but forgets to much else.
11. Because I could speak a little German and understand more, I spoke as often as I could with the Hauptman in charge. He had been wounded on the Eastern front and was no longer fit for combat duty. He told me that we should be home by Christmas, and also that his home was only about 300 kms from there, and he had not been home for 3 years!
12. yes. I went there in 1987. I hoped to locate the barracks, or some evidence of the camp. We spoke to several people, at the Rathaus, at the post office, and on the streets. NO ONE was willing to even acknowledge that there had been a camp there. We drove around a little, but too much growth had wiped out any evidence of the camp.
13. I have no German records, no pictures. Only my German "Dog-tag", stamped Stalag Luft 6; Nr. 4224.

Herr Geiger!

I hope I have been of some help. I am very interested in your research, only wish I could remember more. But, it has been 53 years!

Perhaps you are willing to share your findings to me, after you have all the info available. I am willing to pay, at least for your postage.

I am still trying to locate some of the German Luftwaffe gun crew that shot us down. I have returned there 4 times, meeting a number of French people who saw our plane crash. I enclose a copy of the German report; KU 2619. The USA Archive Number is MACR 7932.

I point out several items on the German report. The aircraft is identified as "1 Marauder". That is incorrect. It was an A-20, which is very similarly configured. Also, one page lists Co. 5, Flak Bn 572. The other page lists Co 5 Combined Flak Bn 672.

I do not know if KU 2619 report will help you. But, should you be able to gather any info about that crew, Co. 5, that shot us down, I would be appreciative. I only want to share a beer and shake their hands. Ganz gut!

I hope to hear from you. Hertzlike Grüsse!

Karl Haeuser

2nd letter dated October 23, 1997

...

For your info - I do not remember any time that the German people (civilians) ever threatened us as we marched thru their towns. I am told that in the cities the hatred was strong and the people showed their anger of our daily bombing (I can understand as if I had been bombed daily on our California Coast by the Japs.)

As evidence as we were marched thru small towns in northern Germany, the ladies offered us water. The German guards shoved them aside. We were treated very civilly, but not with food!

Herr Geiger, perhaps you will allow me a short editorial. As a "guest of the 3rd Reich", I was not mistreated. I was among fellow white, Christian people who did not "hate"! It was the Government that bespoke "hate". Little did I know of Dachau, Buchenwald. But most important, neither did you parents! We were "Luftgangsters" who bombed out every day; but when a wounded flyer landed in your neighborhood, he was taken care of. War is not nice; but it is the leaders who make it nasty. The German people can be blamed only for one thing; being blind to what their leader, Hitler, was really all about. History repeats itself. End of sermon.

A Surprised Landing

Recently I found the following text on the webpage " Justin-Kossor Air Force Oral History Center", submitted by "Big0410".

"410th Bomb Group, 9th AF, USAAF
Aug. 4, 1944 - 1800 hrs, chow line, Gosfield, England

Cry went out - "need a volunteer gunner; turret - quick!" I volunteered: immature mind not thinking of all the ramifications, crew problems, etc. As I ran away, following the orderly, someone, namely John Deary, shouted, "You'll be sorry" - when have I heard THAT before! McCarthy had come up sick, and the crew needed a turret gunner now! I went. Strangely, I had no fear of being killed; the worst that could happen to a flyer had already happened to me, when in Basic Flight training, Class 43-K, I was told, Convenience of the government, we don't need you anymore, you can back to re-classification, Bombardier, gunnery. Because my number started with a 1, I chose to get into combat the quickest way; gunnery. So I volunteered again.

Mission was the RR Bridge over the Seine at Oissel, south of Rouen, overcast on first run. Most flak came from port side, but for some reason, known only to the leader, we made our turn to the left. Flak was heavy, and into IP turn, our empennage was blown away by a direct hit by a big shell-didn't get it's number as it hit!

Pilot, Lt. Walsh, called to advise us we better get out, he could not control the ship. I called back, "we're going", as tunnel gunner Fred Herman had signalled me, as he went out. My "Mae West" strap got caught on something in the turret, which I yanked loose, and tore it in two! Clipped on the chest pack, holding firmly on to the red handle. The nose heavy plane was spinning, and so I was virtually catapulted out of yhe big hole where the tail section used to be. Besides the quick movements, I do remember the acrid smell of the AA shell.

Counting to whatever, tumbling crazily, I remembered the advice of our British Advisers, "Delay opening your chute"! Better chance to avoid capture. Finally, I spread-eagled, which stoped the awful tumbling, and brought some sense to Earth and Sky. But, how fast the dumb earth was approaching! So not being experienced in this kind "flying", I pulled the red handle that was in my hot hand. Where, where was Herman, who had gone out before me.

Just about then, my attention was focused on the plane, which, just about then, hit the French hillside, big flame, then black smoke, then silence. I wondered about Walsh, how does a pilot get out of one of these A 20's, especially when it went out of control, and spinning. For a quick second, and for long since, I thought, "How lucky you are".

Upon not seeing Herman's chute, I manipulated the chute, and swung around, finally seeing a small white circle in the sky, waa-y up there. He must have pulled as soon as he cleared the ship. He , too was safe for now.

Quickly, I learned all about flying a chute - probably what Airborne guys study for weeks, and decided to again follow orders, determine drift, and land face forward. As I was planning this, I heard firecrackers on the ground, and funny whistling sound going past my ears, even tho my fabric British helmet was still on my head. The flak helmet was left in the plane. Landed softly in alfalfa field, with my "hunter" watching, about 50 ft. away. I dumped the chute and reached for my .45, under my arm. As he came forward, waving

the machine pistol, reality, and common sense took over, and I just waited for him. He slung the weapon, and gave me a right to the face! As I cocked my right to do the same to him, great arms enfolded me from the rear, threw me down into the alfalfa. Turns out, this was Luftwaffe Sgt. Feldweibel in charge of the battery that shot us up!

All the way into town, he proudly showed me off to the French, who were giving me the V for victory sign. (ala Churchill)

First contact with a 'superior' German officer, facing him across desk, he playing with my loaded .45, I telling him in very direct, and not too polite English, 'that's loaded, no use you killing both of us, ' he finally agreed to let me unload it, - with 4 guards rifles poking my back. Everywhere we went, even out to a tree for you know what, at least 4 rifles in back!

Finally we would up on a truck to Paris, unloaded on a mezzanine overlooking the train loading platforms, with SS guards, and wounded Wehrmacht soldiers, stumps, bloody, hardly ambulatory, trying to return to Germany, and care. Pitiful! Scared? You know IT!

Finally on train, Italian POW car, bars on windows, German guards at each end of car, 9 POWs to section. French Red Cross Ladies and givin us each a 1/2 liter bottle of water, some chesse, and some sausage. Next morning, when looking at the sausage, most guys turned up their noses. Blutwurst (blood sausage!), chesse with some mold. Strange, how circumstances can make a gourmet out of a GI.

We understand we are on way to Germany, thru Metz, on French-German border. First day out , P-51s find our engine, "poof !" , and strafe train. No casualties. Took 2 days to replace engine. Next time, P-38s do the job, this time strafing our POW car. Killed 6, wounded 9. (Gental reader, have you ever been on the receiving end of 6 cal.50's?) Finally , after 8 days we made the 300 miles to Metz. Then through the interrogation camp at Oberursel, and the transit camp at Wetzlar, we were sent to a new camp at St Wendel in the Saar. Our stay was short , as the Allied Forces were advancing, and ' Grasshopper' were dropping ' surrender' leaflets.

They then moved us up to Poland by ' 40 & 8 ' boxcars, 2 days, watching B-17 contrails at noon , in the Frankfurt Bahnhof!

Kreiegie camp life was not bad, just what you made it, within the limits. Jerry always had a gun , food was poor, if available, Red Cross rations kept us alive, even though rationed by Jerry to one parcel to 3 men per week. We Started a tunnel, but the snow made it difficult to hid the dirt! We left there Jan. 30, when the Russians came close .

Over 10,000 of us marched away from Poland, towards Germany, finally broke up into groups of about 250,300, staying in farm yards, fields, wherever, scrounging for whatever we could find to eat, many days going without any food, (7 days once) , getting weaker from dysentery, plodding along, with no news, no food, Jerry shooting anyone who lagged behind - not too nice.

Long story short, we marched for 89 days, over 800 kms, (500 mi), finally liberated by US forces on the Mulde River at Bitterfeld, now East Germany. After moving to a major Luftwaffe base at Halle, for delousing, new clothes, etc., we were flown (without parachutes- and what a commotion from all the ex-POW's) to France, then to the debarkation camps, (Chesterfield, Lucky Strike, etc) got aboard a Liberty ship at LeHavre, arrived New York, June 30, 1945.

One funny! After about 30 days at a camp in France, we were marched by the US ARMY guys to a formation at a nearby airfield. Soon a P-27D (Jug) made a pass, low level approach, landed, and we marched closer. The pilot, Lt. Col. Gabreski, stood on the wing with a mike, and exhorted all of us, ex POW's like him, to volunteer to head to the Pacific, and end the war over there more quickly! He had been a POW for 3 months, probably treated royally, as befits an "ACE", and now he wants us, (civilians-in-uniform), to follow him to greater glory! You never heard such a thunderous silence, I'm sure he, too, was embarrassed, as much as we were, cause his takeoff was straight-away, no "Buzz" job -- just got the hell out of there!

I was able recently, June, 1989, to retrace some of my steps from then. I visited the camp in Poland, Stalag Luft IV, where there is a monument put up by the local Polish residents dedicated to "THE ALLIED FLYERS". nothing else remains except the potato cellar, that kept us alive. As you read this, I hope you will remember the pilot, Lt. Walsh and stop for a moment of thought. "GREATER LOVE HATH NO MAN"

Karl Haeuser

What Karl left out is the name of the plane "MOPSY" if you go to web site <http://www.web-birds.com> and go to the 410th bomb group you will see a pic of her

Earl Hansen (+)

courtesy of
Midge Hansen
5111 N.E. 76th Ave
Vancouver, Washington 98662-6264

August 9, 1944
385th BG

Kriegie Days (written on the back of German postcards and Chesterfield Cigarettes)

It was on the fateful day of August 9, 1944. We were on a mission to Germany. Got 40 min from target. Got recall because of visibility. Just turned around and met flak area. Got a blast in No. 2 engine. Gas fire □ interphone out. So I bailed after waist Gunner Harness hurt terrific □ very quiet up there □ and there I was at 21,000 ft, without an airplane. Hit ground powerful hard. Hurt my back, was knocked out. Civilians found me kicked me, tore my bible up. Turned me over to Gestapo, were kinda rough drove me about 20 miles □ put me in a dungeion., Took one of my dog tags. Met part of crew:

Bristol	killed
Allison	POW
Falkner	killed
Campbell	POW
Boroughs	Killed
Earl Hansen	POW
Moskie Jr.	wounded POW
G. King	POW
Martin	POW

stayed there til about 8 that night. German "Soldats" soldiers took us via truck to a German army camp (Baumholder). Made me go with "JB" to hospital. Gave him a shot of morphine. Came back to cell. Lots of Jerrys came in to look at us. Vcivilians, all stared at us. Next morning soldiers took us down to station (barefooted). Only had flying overalls. Oh, and it was very cold. Rode for about 5 hrs to Frankfurt to Oberusel. Plea Center. Put us in a cell. Took pictures. Took my watch (G.I.). Shut us in solitary for 3 days with 2 slices of bread for breakfast. Soup for dinner & bread for supper. Interrogated us. Then guards took us to Wetzlar "Dulag". Gave us Red Cross kit. First food for 4 days. Realy.

Stayed there 3 days, then shipped out to train station. Then to a compartment. Spent 3 misserable nights on train. Were bombed by our bombers. Sure scared. Got to Stalag 6 St. Wendel. new camp. Mac's hungry & I'm hungry. No food for 2 days then we got thin soup once a day. Got Ptomaine poisoning & GI's. Could not eat for a week. Lost weight, very weak, no blankets. 19 air raids in 24 hrs. Heard our artillery, so yanks were not far off. Then on Sept. 5, we evacuated the place.. hey herded us on boxcars. 56 plus 7 guards. So crowded we could not sit or lay. Stopped in long tunnel and almost sufficated. Guards tput on exygen masks. Sorts scared again. Boxcars caught on fire. Guard put it out.

Boxcar Elite

Were herded into boxcars Sept 5, 1944- 23 to space meant for 12 We all couldn't sit or lay at once. First nite guards dropped candle and started car on fire in strw. Finally got it out.

Next morning we were very stiff. 1 Red Cross Parcel for 6 men. Spent 5 nights 4 days in boxcar. Had many airraids by our bombers.

Had full parcel week of ThanksGiving. Very thankful to be alive & well. Hoping and praying people at home are well and getting along.

Charles W. Hartney

4701 Gay Street
Wichita Falls, TX 76306-1617
Tel. 940-855-1696

SSgt
POW-# 4069
Radio Operator
8th AF 467 BG 789 BS
B-24H # 129373
Pilot: Lt. Damian T. Murray

crew members:
CoP B.A. Staydt
Bom Fredrick W. Pulver

The following NCO's had to have also been sent to St. Wendel: Leslie J. Knott; Eugene S. Mettler; J.D. Docamto; Walter C. Sane

1. 6 Aug 1944 over Hamburg; 9 parachuted safely - one killed
2. to downtown - a camouflaged building then to a cell in a youth camp (I always thought)
3. by train the 2nd day - couldn't leave that nite due to rail damage - Hamburg was a mess of rubble - no streetcars running. On 8th Aug by rail to Frankfurt and Oberursel. On 10th August to Wetzlar (Dulag Luft) on about 15 Aug to St. Wendel
4. we walked - can't remember how far though. The camp was on a hill - we crossed over the river on our way. From the camp - when we looked at the hospital there was the Marshal Tobacco Co. on the right. I was there again in 1959 and they were building new houses on that spot. This hospital was large and had several barracks. I was taken there to get my upper plante (dentures) repaired which had been broken into 3 pieces when I was captured.
5. I don't recall the church. On the way from town to the camp was a road sign "38 km to Saarbrücken" - I saw that sign again in '59
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
12. yes - for only a few hours. In 1959 when I relocated the camp area. Someone in the city office helped me locate the camp area. Everyone questioned of its whereabouts would say "nein (nine) - no POW camp here".
13. The area had huge truck, maintenance like, barns. I think that we were all in one large building with 3 bunks. We used a huge wooden VAT for overnight latrine (like half a large vine cask). The Germans had their own latrine (toilets). In fact, Frank Dwyer and I hid in one of the boarded up stalls in an escape attempt the night before they moved us out. That night we were placed into solitaire within the German compound.

I came in with the first group - probably 15 Aug 44. I think that about 3 groups joined us - maybe 500 total - all US and we left 9 Sept 44 (Frank Dwyer kept a diary) by rail. Either end of the box cars were barbed wired for us and we had 3 guards in between. The trip to Luft IV was 3 or 4 days.

Food at St. Wendel was almost non existent - as it was on the train ride.

By the way - Luft VI was evacuated from Heydekrug while we were at St. Wendel and sent to Luft IV - I guess the reason for the new camp!!

I don't recognize the buildings in the photos you sent. The one we were in were high - big doors and the compound was a large truck scale. I had at one time thought of hiding inside of it.

The crew that I flew that mission with, had just came from the States and I first saw them as I replaced their radio operator who was too sick to fly - it was my 32nd mission.

These former POWs were at St. Wendel with me:

J.J. Dunphy	40__	deceased
L.A. Knotle	4017	
H.G. Feldkamp	4019	deceased
A.E. Dowell	4049	
P.W. Duran	4051	
Larry E. Doyle	4053	Carmichael, CA
D.D. Dorfmier	4054	
Francis E. Dwyer	4055	deceased
E.L. Ferris	4057	
M.G. Flores	4059	
O.W. Elsrod	4062	
Martin C. Chavez	4155	Albuquerque, NM
F.L. Espinoza	4188	
Jack R. Fetteroff	4195	Ardmore, PA
John K. Eschbach	4216	Tyrone, PA
E.J. Enghauser	4217	
J.L. Kavanaugh	4226	
Chester Natanek	POW No 4245	deceased
Jack D. Fisher	4395	Fairfield, TX

<http://www.siscom.net/~467thbg/mission92.html>

Mission Number - **92**

Date - **8/6/44**

Day - **Sunday**

Day of Year - **219**

Primary Target - **Hamburg, Germany**

Secondary Target -

Results - **Excellent**

Aircraft Assigned - **24**

Aircraft Dispersed - **22**

Aircraft Over Target - **22**

#of Bombs Dropped - **260**

Wt. of Bombs - **500**

Type of Bombs - **GP**

Altitude of Drop - 22000

Fighter Escort

P38 Escort -

P47 Escort - X

P51 Escort - X

Spitfire Escort -

Enemy Aircraft

Claimed Destroyed - 0

Probably Destroyed - 0

Claimed Damaged - 0

Anti Aircraft was - Intense

Aircraft Lost - 2

Men Killed - 1

Men Wounded - 0

Men Missing in Action - 19

Type of Target - Oil Tanks and Processing Plant.

Names of Crew Killed in Action from

B-24H-15-CF 41-29373 "FLAK MAGNET" 789th Sqdn

2nd Lt Seymour M. Gitlitz, Navigator

from

B-24H-15-CF 41-29421 "WALLOWING WILBERT" 791st Sqdn

2nd Lt George J. Kotraba, Pilot

2nd Lt Sumner A. McCartney, Co-Pilot

FO Joseph W. Kirby, Bombardier

Sgt Samuel R. Corbin, Ball-Turret Gunner

Cpl Dan R. Gage, Gunner

SSgt John H. Biggs, Gunner

Sgt Thaddeus F. Jez, Tail Gunner

from

B-24H 42-95224 "LONELY HEART" 791st Sqdn

2nd Lt Roy J. Doole, co-pilot

Names of Crew Made Prisoners of War

from B-24H-15-CF 41-29373 "FLAK MAGNET" 789th Sqdn

2nd Lt. Damian J. Murray, pilot

2nd Lt. Benedict A. Staudt, co-pilot

2nd Lt. Frederick W. Pulver, bombardier

SSgt Leslie J. Knott, engineer

Sgt Eugene S. Mettler, ball-turret

Sgt J.D. Docouto, gunner

Sgt Walter C. Sane, gunner

Sgt Dominic C. Garetto, tail gunner, Charles W. Hartney, radio operator

from B-24H-15-CF 41-29421 "WALLOWING WILBERT" 791st Sqdn

2nd Lt. James R. Gamble, navigator

SSgt David W. Johnson, engineer

SSgt James E. Manning, radio-operator

Names of Crew Interned

Mission Narrative

Major Smith led the first of two squadrons, Capt. Neitzel the second. Twenty-four aircraft took off at 0745 each loaded with 12 x 500lb GPs. The bombing run was visual with excellent results. One aircraft returned with mechanical failure.

Intense and accurate flak at target, no enemy aircraft seen. Good fighter support.

Details of Aircraft Loss

B-24H-15-CF 41-29373 "FLAK MAGNET" 789th Sqdn

The ship was struck by flak about one minute before 'bombs away'. The crew managed to bail out before the aircraft crashed in Hamburg. One fatality. Remaining crew made POW.

B-24H-15-CF 41-29421 "WALLOWING WILBERT" 791st Sqdn

Took a direct hit from flak in the right wing, two minutes before the target while on the bomb run. Three crew successfully bailed out and the ship is reported to have exploded in mid-air killing the remaining crew. Survivors made POW.

Mission Label

**Mission #92
Hamburg, Ger
8/6/44**

467 BG 789 BS
target Hamburg
06.08.1944, 1159 hrs

B-24H# 41-29373
MACR 7378
KU 2672

P	Murray	Damian J.	2Lt	O-695270	POW
Co	Staudt	Benedict A.	2Lt	O-822974	POW
Nav	Gitlitz	Seymour M.	2Lt	O-716643	KIA
Bomb	Pulver	Frederick	2Lt	O-553969	POW
ROp	Hartney	Charles W.	SSgt	36328510	POW
BT	Mettler	Eugene S.	SSgt	39326429	POW
TG	Garetto	Dominic C.	SSgt	3_742234	POW
Gnr	DoCouto	Jose P.	SSgt	11115310	POW
Gnr	Sane	Walter C.	SSgt	34771507	POW

Plane crashed at Hamburg-Schnelsen, 1203 hrs
Gitlitz was first buried at Hamburg-Niendorf Cemetery.

Statement of Witness
Hamburg Raid

Lt. Murray's aircraft was flying in the second squadron. His left wing was shot completely off out past #1 engine. The plane went into a tight spin to the left of the formation. As far as I could see, no parachutes came out of the aircraft.

Tommy F. Brown, 18216975
SSgt, 790 BS

Statement of Witness

Over Hamburg about one (1) minute before "bombs away" Lt. Murry's aircraft was hit on the left wing and about six feet was shot away. The aircraft was turned over on its back

and broke off into a dive then into a spin. I saw no parachutes or men leave. The aircraft crashed in Hamburg.

Calvin K. Jensen, 16145005
SSgt 789 BS

Staudt	Louisville, Ohio
Murray	Fargo, ND
Gitlitz	Chicago, IL
Pulver	Syracuse, NY
Do Conto	Fall River, Massachusetts
Mettler	Des Moines, Iowa
Hartney	Chicago, IL
Knott	Eugene, OR
Carotto	Descher, IL
Jone	Rutherfordton, NC

John P. Harper

4040 Dogwood Dr
West Point, VA 23181-9759

September 15, 1997

Dear Roland,

I have no memory of St. Wendel. After reviewing your questionnaire, I was unable to answer any pertinent questions. I will forward your information to our pilot, Harold Both. He was sent to Stalag Luft I in Barth and may have some answer.

From Leonard Rose's list of St. Wendel P.O.W.'s sent to Stalag Luft IV, I know only Karl Haeuser and Cecil O. Glover (We were at Stalag Luft IV, in the same room and barracks).

Our plane was shot down on August 4, 1944, after a raid on Kiel, and our plane went down at Leck (approximately 90 kilometers northeast of Kiel, or 180 km north-northeast of Hamburg, and due east of Flensburg). We were a long way from St. Wendel. It would not be impossible but very unlikely that we would have been sent there.

I wish you luck in gathering additional information, and I am sorry I could not be of help.

Otha B. Huckaby

5400 Buffalo Pass
Austin, TX 78145

Master Sergeant
322 BG 450 BS
Radio Operator + Gunner
B-26 medium Bomber
July 7, 1944
mission to Abbeville, France

1. plane hit with flack and fighters - blew up. 3 got out alive, rest went down with plane, plane shot down over Amiens, France
2. took to hospital in Paris, then to St. Wendel, from there to Luft #4 in Poland
3. by train box car
4. I was in a body-cast and don't remember how I got to camp. I could see the town from camp.
5. I had two teeth drilled on in the hospital barracks on the road to Tholey.
6. 3 weeks about
7. 150 to 185 only US; 5 or 6 guards; dont know rangs, no civilians, no doctor
8. looked like a truck garage (wood building), twoo buildings secured by barb wire fence. Left only once to have teeth fixed.
9. nothing to do, sit in the sun, trying to keep warm, very little food
10. rode a train for about a week or two to Poland Luft 4
11. hungry all the time, long roll call in the snow 4 or 5 hrs; 10 thousand American, English, Russian + Poles; all POW at Luft 4
12. no
13. none

James A. Kelley

9918 Channing Cir.
Richmond, VA 23235-2208

Staff Sgt
Top Turret Gunner / Engineer
8th AF 95th BG 336th BS
B-17 G "Full House" # 231410
target Zeitz, Germany
16. August 1944, 1136 hrs
MACR 8178
KU 2768 (vorher 2748)

Place of Crash: east border Molau, 5 km eastward of Camburg, 11 km s-s-w of Naumburg
- on the railroad Camburg-Schkoelen

ID tags inside KU; KU also contains 8 V-mail letters addressed to Massinello; KU also contains data about a downed Liberator, shot down near Dessau; also data about a B-17 F # 229962, sign J in a white field.

Pilot: D.G. "Swede" Severson

MACR 8178

P	Severson	Donald G.	2Lt	O-819330	POW
CP	Halstead	Harold H.	2Lt	O-768083	POW
Nav	Gregory	James B.	2Lt	O-719932	POW
Bomb	Hurst	Irving E., Jr.	2Lt	O-772056	POW
TTG	Kelley	James A, Jr.	Sgt	33624698	POW
ROp	Miguet	Robert F.	Sgt	20632_59	POW
BT	Massinello	Micheal	Sgt	32463664	POW
RW	Livotio	Leonard C.	Sgt	32781523	POW
TG	Tursky	Edward H.	Sgt	13084394	POW

shot down on mission to Zeitz, Germany, on August 16, 1944 by anti aircraft fire. Crew bailed out between 15,000 and 20,000 feet. Plane crashed into house of family named "Limp" in Molau. Seven members of crew were reunited at city hall in Camburg the late afternoon on August 16, 1944.

Two crew members shot by civilians, one with a shot gun and one with a pistol. Both are still living. The Co-Pilot, Harold Halstead, still has pistol bullet in hip. The radio man, Robert Miguet, was in hospital most of the time while a POW.

We arrived in Frankfurt (Oberursel) three or four days after capture. We were placed in solitary confinement for three or four days, then interrogated and sent to Dulag Luft at Wetzlar. After two or three days we were put on a civilian train coach, about forty of us and sent to St. Wendel. We marched from the train station to the so called camp. I do not think it was far from the station but I do remember climbing a hill to get there. This was in the later part of August.

Some POW's were already there but it was a very new camp. The building there as I remember it was a long one story building. It reminded me of a large garage or storage building. It was enclosed by a barbed fence about eight or ten feet tall. There was only about twelve or fifteen feet from the building to the fence. The beds were three high with very little space between them. We received almost no food while I was there. I would guess there were between 750 and a 1,000 POW's held there. This was the poorest run camp that I was in.

After one or two weeks the camp was abandoned and we were loaded into 40 or 8 box cars. There were between 50 and 60 POW's loaded into each boxcar. We were transported clear across Germany to Stalag Luft IV. We arrived there sometime late in September. We stayed until February 6, 1945. The Russians were getting close to the camp and I was with the group that marched out and remained on the road until we were liberated on May 2, 1945. We marched between 500 and 750 miles.

95th Bomb Group, page 117

195th Combat Mission was to Zeitz, Germany, on August 16, 1944

33 aircraft took off and 29 completed the mission. 14 aircraft were battle damaged, and 4 aircraft failed to return.

The following crews were on this mission; D.G. Severson - 231514

This is the 141st aircraft lost in combat for the 95th BG. At 1134, over the target, and with no. 2 engine feathered, and no. 3 engine smoking, aircraft pulled out of the formation under control and went into a dive to extinguish the fire. Unable to regain position in the formation, aircraft attempted to return to base and was in radio contact with the group until 1230.

Certificate

I hereby certify that no eyewitness is available for this report. I further certify that the following is a correct statement of facts as obtained from the S-2 files for this mission:

B-17 G 42-31514 piloted by 2nd Lt. Donald G. Severson, was seen to be hit by flak over the target, Zeitz, Germany at 1134 hours. The #2 and #4 engines were feathered and #3 was smoking. Just after the target this aircraft pulled out of formation to the right and dived as though trying to put out the fire. After this action there was loss of altitude and air speed. The pilot attempted to regain the formation but slipped behind. The aircraft was last seen in the target area at 1136 hours at 18000 feet on a heading of 260° under control with #3 engine still smoking. The last contact with this aircraft was made by radio an hour after the target and at that time it was stated that they were alright.

David E. Olsson
Capt, Air Corps
Asst., Opn., Officer
16. August 1944

KU

CO of air base A (0) 33/III Weimar

Nohra, August 20, 1944

Strength of receiving command:

1 officer (as command leader)
1 captain engineer
1 tester
1 SSgt specialist for arms
1 Cpl. radio expert
5 men special personel
1 Sgt. as driver

Remarks:

the airplane, downed by flak, burst into flames before crashing and set a barn on fire, at the same time bursting into numerous parts which lay around on an area of 500 meters. Then it struck against a farm house set it on fire and crashed completely. Any captured material could not be found because all parts were burned or destroyed.

8 crew members of the crew were captured by civilians, county patrol, police and army. 6 parachute were delivered. It is be suspected that the other 2 crew members have escaped. Inquiries have been started.

Weidermann

Captain and leader of the receiving command

Severson caught August 16, 1944, at 12.00 near Camburg
Halstead caught August 16, 1944, at 12.00 near Camburg
Gregory caught August 16, 1944, at 12.00 near Camburg
Hurst caught August 16, 1944, at 12.00 near Camburg
Kelley captured (nothing else mentioned)
Miquet
Massinello captured (nothing else mentioned)
Livoti caught August 16, 1944, at 12.00 near Camburg
Tursky caught August 16, 1944, at 12.00 near Loebshuetz, Camburg County.

Paul L. Kelly

Apt. 306 176 Maurice St N
Twin Falls, ID 83301-5381

8th AF
446 BG 704 BS
target: Rostock
type bombing
04.08.1944, 1459 hrs
B-24 H # 4129137
MACR 7709
KU 2656
contain dog tags
A.V. 2215/45

crash site Bussin 12 km southeast of Barth, Germany
planed was destroyed by hit and burned, 95 % crash

P	Cole	James L.	2Lt	O-699650	KIA
CP	Madland	Dallas V.	2Lt	O-764144	POW
Nav	Braeunig	Ewald C.	2Lt	O-695405	POW
Bom	Thiele	Russell J.	2Lt	O-698616	POW
Eng	Pigott	David M.	SSgt	32866525	POW
ROp	Krolikowski	Henry L.	SSgt	16077421	KIA ???
BT	Masters	William E.	SSgt	34714083	DED
TG	Kelly	Paul L.	SSgt	35760272	POW
RW	Swickowski	Frank S.	SSgt	35545836	POW
LW	Falletta	Nicholas S.	SSgt	12125982	POW

Cole	Webster Groves, Missouri
Madland	Inwood, TN
Braeunig	Buckley, Illionois
Thiele	Milwaukee, WI
Pigott	Haugestead, New York
Krolikowski	Chicageo, IL
Masters	Gainesboro, TN
Kelly	Waston, WV
Swickowski	Toledo, Ohio
Falletta	Brooklyn, NY

The crew was captured near Velgast south of Barth.

Summery of circumstances surrounding missing aircraft and crew:

this ac was hit by flak in #4 engine while over target area. It then peeled off and went down then leveled of below formation with #4 engine smoking. After leveling off aircraft turned north east and pessed from view.

No chutes were seen to come from aircraft. Ship was under control when last sighted.

Telegram from Oberusel to Air district Command XI Blankenese on August 5, 12.45 hrs:

American flyer H.L. Krolkowski. He jumped by parachute on August 4, 44, and was captured near Grossklein (Warnemuende). today he was transferred to Oberursel.

Questionnaire of Swiczkowski:

Target was reached after flying over the North Sea at 1430 hrs at altitude of 19,000 feet. After being hit RW bailed out bomb bay, LW bailed out escape hatch, Bomb, Nav and CP bailed out bomb bays. Eng, TG and he bailed out Escape hatch. No knowledge about Radio man. The bailed was aboard when the plane struck the ground. He was in the cockpit and unhurt. He saw the rest of the crew members in prison camp. He saw the pilot lying in a field where the airplane had crashed.

Masters was seen bailing out of the escape hatch. Someone talked to him just before he bailed out.

about Cole:

I am not positive he bailed out. In case he bailed out this happened a short way out of the village of Bussin, Germany.

I bailed out of Bomb bay before I jumped I shouted for him to leave the plane. Because we were getting close to the ground. A German guard made a motion with his hand up and down his right side when asked. If the body was hit it was about four Reds in back of the wrecked plane. At Oberursel Cole's name was called and there was no answer. A guard looked at some papers and said that "He's dead".

Either Cole was wounded by flak or when he did decide to bail it was too late. The latter one is the best probability because if he were wounded I would have noticed it because the engineer, air gunner and I fought fire for a half hour before we jumped. Cole kept the plane under control as well as possible - when we did get the fire out we were down to three thousand - we were hit at 23,000. I went up to take my seat when Cole called my attention to our altitude, so I rang the bail out bell and the rest bailed out.

about Krolkowski

he bailed out over Rostock. he was ___lling the bomb bay door release to prevent from sliding. Flames cut him off when I got out of the seat. I made a motion with my hands to jump. So he dived out. I saw him last when he left the plane.

I am not sure he had a chute on. When he jumped. Perhaps he landed in a restricted area which bordered the Baltic. I was told by a prisoner at Barth that anyone in this area was shot - he may have landed there. it was his 12th mission.

Madland also tells the positions they bailed out. "Toward evening I was taken out to the plane. From a distance of three hundred I could not positively identify the body (of Cole). The plane struck the ground about four kilometers west of small town of Bussin, Germany.

about Krolikowski

he bailed out at 20,000 ft above Rostock. Saw him last after watching bombs away. He bailed out right after we were hit over the target - we were at 22,000 ft. We were hit near where he was sitting.

Breunig about Krolikowski

since he bailed out over target was probably killed by civilians

Breunig about Masters:

we surmised he was killed by angry civilians

A.V. 2215/45

Post: The Army-Garrison-Commander in Rostock on 1 Dec. 1944.

Certificate about deaths and internment of 1 Army-Member.

Name: Krolikowski

Rank: Aviator, American Airforce

date and place of birth: unknown

date of death: unknown

place of death: dead washed ashore from Baltic Sea

cause of death:

dead body was washed ashore from Baltic Sea, probably crash of an enemy aircraft.

Wounding taken in Germany - front-district XI by air raid.

Grave location (1944): New Cemetery at Warnemuende near Rostock, field C/F, row 1, grave 4, buried on 7 August 1944.

November 5, 1997

Dear Herr Geiger,

Please forgive for not replying to your letter and questionnaire sooner. However, I did send your letter and questionnaire to my friend Jim Kelley and he told me that he answered your questionnaire. I have answered your questionnaire, but I will elaborate so that you have a clear picture of my experiences. The experiences are quite similar to those of Jim Kelley.

We were shot down by flak on a mission to Rostock. We tried to fly to Sweden but had to bail out and were captured near Stralsund. We bailed out at 3,000 feet. The pilot waited for us to bail out but did not have enough time to leave the plane and was killed in the crash. Two other crew members were killed by civilians after they landed.

After we were captured we were taken to a nearby airbase and interrogated. The next day or two we were transported by a regular passenger train to Dulag Luft in Oberursel. We

were kept in solitary confinement and interrogated for several days. We were then moved to Wetzlar where we were given clothes and waited to be moved to a prisoner of war camp. It is my understanding that Dulag Luft was later moved to Wetzlar.

We were then loaded on passenger cars (the entire train was prisoners of war, there were no civilians as there were on the train from Rostock to Dulag Luft). We arrived at St. Wendel about the middle of August, and walked from the train to the camp. The camp was a single building, large, rectangular in shape and filled inside with three tier bunks, just as Jim Kelley stated in his letter to you. As Jim stated the building was enclosed by a high barb wire fence just leaving enough room for us to walk outside and walk around the building. There were poor sanitary facilities and we had very little food while we were there.

The building was located on a hill sloping off in three directions. In 1993 I along with another POW friend of mine from the 446th BG went back to England to visit our old airbase. We went to Otterbach, Germany, a few miles from Kaiserslautern, picked up our friend Klaus Vogel and went to St. Wendel to see if we could find out where the camp was located. I did not know until I received your letter that there were other camps in the area. Like you, we talked to several people but no one seemed to know anything about the camps. I was not surprised that the people did not want to talk to Americans about the camp and told us that they did not know anything about them. But I am surprised that they told you, a resident of St. Wendel, that they know nothing of the camp. After all we did march from the train to the camp and then walked back to the train when the camp was evacuated. After searching we finally decided on the hill where the camp was located. The area is now a residential area with beautiful homes. Klaus did talk to a lady that lived on the hill and she told him that she thought that there had been a camp at the base of the hill in a wooded area. We explored the area and did find an old foundation that appeared to have been an old barracks, but it was not the camp. I feel certain that the residential area on top of the hill was the location of the camp, but I have no proof. I did not remember the landmarks that you mentioned in your questionnaire, but I did see them when I returned to St. Wendel, and we could have seen them from where the camp was located. I wish I could give you the location of the hill, but as I remember from my visit the hill was higher than the surrounding area. Perhaps you can pinpoint the location. As I recall the lady Klaus talked to owned a taxi company.

SSgt
Right Waist Gunner
8 AF 446 BG 704 BS
Pilot: James L. Cole
B-24 Dry Rim

1. August 4th, 1944 Rostock, Germany
6. About one month
7. I never knew but probably 500 or more
8. Only United States Airmen
9. one large building. I could have been a storage building enclosed by a high barb wire fence
10. I arrived there about the middle of August and left about the middle of September. We left loaded on box cars.
11. Nothing special happened while I was there

I would like to elaborate on what Jim Kelley told you after we left St. Wendel. About the middle of September the camp was evacuated. Again, we were marched back to the train, but this time we were loaded on box cars. Fifty men plus several guards were loaded on my car. Twenty five men were put on each end of the boxcar, wire barriers were put in place leaving the area between the doors for the guards. The doors were left open so that the guards could see out. Some of the cars may only have contained prisoners with the doors closed and locked. There was not enough room for all the prisoners to sit, so some would have to stand. There was not any food and a bucket was used for sanitary purposes. We were on the train several days before arriving at Stalag Luft IV at Kiefheide. It was a very humiliating experience, but worse was to come several months later when Stalag Luft IV was evacuated.

Stalag Luft IV could have been worse. Boredom and lack of food was the worst. In the morning we were given one slice of German bread per person plus some German coffee. At noon we were given a bucket of thin soup for twenty four men in each room that was built for sixteen men (each barracks contained thirteen rooms). In the evening we were given a bucket of mostly rotten potatoes. This food provided by the Germans was supplemented by some American Red Cross parcels.

On February 6, 1945 the camp was evacuated during on of the worst winters in recorded history. The march lasted eighty six days and covered approximately six hundred miles going as far west as Fallingbistel and then turning east across the Elbe river where we were liberated by the British May 2, 1945. Because of the severity of the weather many died and the rest suffered from everything from Amebic Dysentery to frostbite ending in loss of limbs. If there is a hell that was it. This all happened when I was nineteen years old.

A little about Stalag Luft VI. I have heard the camp at St. Wendel referred to as Stalag Luft VI from time to time, but Luft VI was located at Heydekrug until its evacuation to Luft IV in June or July 1944. Apparently the number VI was then transferred to the camp in St. Wendel.

I hope that I have provided useful information for your research on the camp at St. Wendel and information as to what happened to those prisoners at St. Wendel, and if I can be of any further service please feel free to contact me or Jim Kelley.

Datum: 18.05.00 04:57:24 (MEZ) - Mitteleurop. Sommerzeit

From: pkelly@magiclink.com (Paul Kelly)

To: kzimmer1@gmx.de (Klaus Zimmer), Rolgeiger@aol.com (Roland Geiger)

Dear Roland:

Forgive me for not answering your E-mail sooner but Peg and I have been traveling and thank you Klaus for the Easter greeting. I want to discuss three subjects: (1 the report that you sent me about our crew being shot down on the mission to Rostock (2 your trip to Barth (3 Jophn Lenburg's story about the evacuation of Stalag Luft IV and the subsequent march.

I see from the information that you sent to me about our final mission to Rostock that you have been exploring the National Archives about our crew. Thank you for the interest you have shown. I will give some more information and some corrections.

On the mission we had just dropped our bombs when we were hit, several times I expect. One of the explosions blew a hole in the side of the plane just behind the co-pilot. I am surprised that no one was wounded from the explosion but it did start a fire in the plane and this came about because our flares had been hit and caught fire. Krolikowski, the radio operator was standing on the catwalk to be sure the bombs had been released and the bomb bay doors were opened. Due to the fire the co-pilot told him to jump. I have reviewed the German documents about his death and they are conflicting as shown in the information you sent me.

The first German document states that he was captured and sent to Oberursel. The second document states that his body washed ashore in the Baltic sea. I don't understand the conflicting reports and I believe he was killed by civilians. After the war his body was removed from Germany and he is now buried in an American cemetery near Liege, Belgium. I visited his grave in 1993. Masters bailed out just before me and we never saw him again. He is still listed as missing in action and his name is engraved on the Wall of Missing at the American cemetery in Cambridge, England. I have no idea why he never showed up but I suspect that he was also killed by civilians. After being hit we tried to make it to Sweden but by that time we had lost three engines. When we got down to 3,000 feet we were told to bail out. Cole remained with the plane until we had all bailed out and he just did not have enough time to get out. I have believed that he gave his life so that we could live. Jim Cole was a great pilot and a wonderful man. He is now buried in the Jefferson Barracks National Cemetery in St. Louis, Missouri. I visited his grave a few years ago. Several hours after we had been captured we were taken by bus, along with four members of a B-17 crew that had been shot down in the area, out to where our plane had crashed. A man was laying beside the plane but he was too far away to see who it was. The German guards brought his parachute to the bus and Jim Cole's name was on the chute. Thiele was a replacement on the crew for that day and as I remember it was to be his last mission.

Except for those killed all of our original crew are still alive and I stay in touch with them. I have been to see Pigott several times and we are still great friends. I enjoyed your story about your trip to Stalag Luft I at Barth. and was glad to hear that you made the trip with another man from the 446th, George Lesko, and he was shot down about the same time I was. When he told you about the incident at the train station in Frankfurt in 1944 it brought to mind an incident that we had in Berlin on our way to Oberursel. We arrived in Berlin on one train and then had to walk to another station to take another train. While standing in the station a crowd of civilians gathered and one civilian walked up to Madland and hit him. We thought that we were going to be mobbed but the German guards moved us to another part of the station where the civilians could not get to us.

I am glad that you enjoyed the trip to Barth and I certainly enjoyed reading about your adventure. Thank you for sending me the account by John Lenburg. I followed his march across Poland and Germany and it pretty well follows the route that I followed. Since there were several thousand prisoners that were spread out and all did not follow the same route but we were all headed in the same direction and his day to day report of our conditions is very accurate. As he stated the prisoners were split at Ebsdorf and some went south to Stalag XI A which he did and some went on west to Stalag XI B at Fallingbomel which is direction that I took. It is a short distance from Ebsdorf to Fallingbomel but we were put on a train for the journey. We were on the train for 36 hours and only had room to stand. A good part of the time we did not move and the cars did not have any identification on top to show that there were prisoners aboard. We suspect that the German guards hoped that we would be strafed by allied planes. We arrived in

Fallingbommel about the first of April (Easter time) and stayed there about a week. When we left the camp we headed back east again and crossed the Elbe River for the second time. We would spend several days at one farm and then move on to another, We were caught between the Russians and the British and on May 2nd we were liberated by the British near the small village of Boize. The march had lasted 86 days and covered 600 miles, but I made it along with my very good friend Jim Kelley.

I rarely write long letters but I thought that you and Klaus would be interested in my story.

I appreciate the information that you and Klaus send and please both of you stay in touch.

Paul

Walter J. Luke

13947 Monte del Oro
Castroville, CA 95012

Sergeant
Nose Turret Gunner
8 AF 752 BG 458 BS
Pilot: Evert Thompson

1. August 9th 1944, I think Trier area
2. Oberursel-Interrogation Center somewhere near Frankfurt
3. train and by foot
4. walked. do not remember seeing any town
5. we were there 3 weeks only; we were the 2nd group to arrive there
6. do not remember - guess 125 + or -
7. all US Americans
8. storage sheds - don't remember - fenced barb wire + guards
9. walked to the train. Removed shoes - loaded 24 men in each end of 40x8 box car. center section occupied by guards and baggage. We left the train at Kiefheide from there we were walked to POW camp Stalag Luft No. 4
10. only the towing of many ford trucks from storage sheds. To us this indicated the advance of General Pattons tank force
11. no
12. no

James D. Myers

3800 E Co. Rd. 150 N
Logansport, IN 46947
Tel. 219-722-1187

TSgt
Flight Engineer
8th AF 489th BG 846th BS
Pilot: P.P. Bertonzetti
B-24 # 295155

1. shot down on our 31st mission, July 31, 1944, near Saarbrücken
2. to a small town jail, can't recall the name. I and our crew pilot
3. the town's people came to the jail to take us out and hang us. The soldiers stopped them. Next morning early they trucked us out to St. Wendel.
4. We came by truck. The camp was - as I recall on the east side of the town up on higher ground. We could see St. Wendel in the distance.
5. not really
6. don't remember, not to long, maybe a couple of weeks
7. about 200
8. only US I think
9. steel metall buildings, there were three of them, dirt floor with some straw. There were guards and dogs to secure us.
10. I believe I went to Dulag Luft at Wetzlar by train
11. yes. One evening we could see into the town and saw dust and gun fierced gun fire. They said that Patton was in town. Next morning he was gone.
12. no
13. I still have my Germany dog tags that I was given, I believe while at St. Wendel. Stalag Luft 6 No. 4123

Fifty some years, it is hard to remember it all. The building they said had been highway truck garages. Up on a hill east of town. I don't remember what date I got to that Stalag Luft VI near Kiefheide, anyway Feb 6, 1945, we were marched out. We walk over 500 miles in all kind of weather, very little to eat. People would throw sticks, fl___ pat stones etc. at us. On April 26, 1945, I walked across a pontoon at Halle into American hands. I have a bumb hand and can't write to well. Hope I have been of some help to you. Good luck and write again if you wish.

8 AF 489 BG 346 BS
target Ludwigshafen
type Strategical

weather 10/10
Date 31 July 1944
B-24H 42-95355
KU 2603

P	Arthur P.	Bertanzetti	1Lt	O-693450	RTD
Co	William J.	Bunton	1Lt	O-818100	RTD
Nav	Albert W.	Boam	1Lt	O-703930	RTD
Bomb	Thomas O.	Day Jr.	1Lt	O-698529	RTD
Egn	James I.	Myers	TSgt	15382361	RTD
WG	Edward F.	Horgan	SSgt	32639449	RTD
WG	Walter E.	Findley			
WG	Richard J.	Janssen			
BG	John	Garcia	SSgt	38465213	RTD
WG	Richard J.	Janssen	SSgt	19124303	RTD
ROp	Marlin O.	Gehrke	SSgt	36297030	RTD
TG	James R. (aka J. Rhodes)	Brown Jr.	Sgt	33627626	RTD

crash site: area of Sarburg, 12 km N of Hagenau, Alsace
aircraft completely destroyed by ground fire

Winfried Riemer

610 Meadowood Lane
Brillion, WI 54110
09.10.1997

Dear Roland,

Thank you so much for your letter of September 4th. I had received a letter from Leonard Rose in August, so I was aware of your interest in the POW camp in St. Wendel.

First of all, I would like to tell you that my wife, Melva, and I made a trip to Germany in 1972 and drove to St. Wendel in search of the camp that was called Stalag-Luft No. 6. However, we could find no trace of the camp, but we did visit your city. Unfortunately, when we asked for information, no one could help us. I have a large map of Germany hanging above my desk with St. Wendel marked with a big arrow, so I am reminded of your city very often.

More than 53 years have passed since I was at St. Wendel, so my memory is faded. But I can remember being there in mid-August to early September, 1944.

It is interesting to note your name as Roland Geiger, since we have about 25 people with the same last name as yours in our little town of 3,000 population. We are of Germany ancestry and I was from a family who spoke German - in fact, I could speak very little English until I was six years old.

Unfortunately, the German I spoke was a mixture of English and German. But, when I was captured (I landed in a lake near Berlin) and I used the best German I knew and I think it probably helped save my life.

My memories of St. Wendel are limited, but still very vivid. We were held in a building that was previously used as a garage for repairing vehicles. There were similar buildings nearby that continued to be used by the German army to service cars, trucks and motorcycles.

My impression was that it (the camp) was hastily converted to a military prison camp and was only a temporal arrangement. When we left three weeks later, there weren't any other prisoners waiting to take our place.

I can remember any of the landmarks that you mentioned in your letter - the big monastery at the top of the hill - or the two hospitals. We really didn't get to see much of the city, either from the yard around the garage, or on our way to the camp or when we left. We did experience a lot of air raids (by the RAF and US bombers) while we were there, so we assumed that there must have been some military objective nearby.

Even though I am 74 years old, I still have a keen interest in the history of Germany in WWII since I spent almost a year in your country in 1944-45. We were on a forced march for 86 days from Stalag Luft 4 near Stettin near the Baltic Sea to an area south of Hamburg when we were liberated on May 2, 1945. We had marched somewhere between 600 and 700 miles along the Baltic and south-west during that time.

As I mentioned, Brillion is a small town in Northeast Wisconsin about 100 miles north of Milwaukee about 30 miles south of Green Bay (home of the 1996 Superbowl Champions). My wife and I have lived here all our lives.

We are both retired in 1983 and we are still in the same house that we built in 1964. We have two daughters, both married and four grand-children.

Hopefully, you had a good time and a nice visit while you were here in the States. We had two trips to Germany since WW2 - one in 1972 and again in 1985. We enjoyed your country and your people, especially since my earlier visit was less pleasant.

Mit freundlichen Grussen

Winfred Riemer

Questionnaire

Winfred Riemer
TSgt
Radio Operator
8th AF 351st BG 508 BS
Pilot: Lt. Pattison
Plane: "Umbriago" → "J" in a triangle

1. on August 6th, 1944, over Berlin
2. to a small civilian jail near Berlin. Then to Oberursel and Wetzlar
3. I think by train
4. don't remember
5. sorry, I can't
6. as I remember about 3 weeks from August 15th to September 5, 1944
7. I think about 200
8. all US Airmen (non commissioned)
9. it was an abandoned garage with a ground floor. There was a fence around it and guards were posted.
10. we were put in box cars (40 x 8s) and spent five days en route to Stalag Luft IV
11. we had many air raid warnings. I don't know if there was a military target nearby. However, no bombs ever hit our camp - no one was injured - but we were scared.
12. yes, in 1972
13. again, I'm sorry I can be of no help. Unfortunately, I have very few mementos from my POW-life in Germany.

B-17 G # 42-102971
8AF 351 BG 508 BS
target Berlin, airfield of Brandenburg
type of mission: heavy bombardement
base: AAF Sta 110
weather: small cumulus top estimated 6 bis 8000 feet, visibility good
MACR 7586
KU 807A

06.08.1944, ca. 1230, bei Berlin

P	Pattison	Paul F.	1Lt	O-753921	
Co	Parker	Francis H.	2Lt	O-750829	KIA
Nav	Roberts	Leonard B.	1Lt	O-702178	KIA
Bomb	Chamberlain	Roland H.	2Lt	O-887028	KIA
TT	Bullock	Clyde U.	TSgt	39550204	
ROp	Riemer	Winfred O.	SSgt	36806537	
WG	Smith	John R.	Sgt	37354448	
BT	Espinoza	Frank L.	Sgt	39243233	
TG	Bessanson	Clarence A.	Sgt	38167272	

Statement by BT Espinoza:

1Lt Paul F. Patterson was in officer's camp in Germany. All of us (those who didn't die) bailed out, were in Stalag Luft 4 - Germany. And all five of us were in constant contact till liberated (Bullock, Reimer, Espinoza, Smith, Bessansun).

Plane was strafed rom 6 o'clock. At 20,000 by fighters, it set plane one fire and were ordered to bail out.

KU 667A (or 887A)

personal property of Sergeant Clyde Bullock (listed)

personal property of Paul B. Pattison

document by Airfield-HQ 79/III, Werder, Havel, A. Kother, Captain

Statement by Pattison:

where did you leave formation: Berlin at the IP

bailed out at 21,000. Believe plane hit twenty miles SW of Berlin in open field

Who was in the aircraft when it hit the ground: no one in plane to my knowledge

On August 6th 1944 about 1210 we were hit by flak NE of Berlin, knocking
No three engine out and set the engine on fire. I feathered the engine and
the fire went out. But ___ spray in, ___ along the ___ dugo. ___ soon
___ we were cleared the formation for bombardier dropped the bombs. By this time
we had dropped ___ quarter of a mile ___ though we were drawing ___
f__r.

At the IP we were across to intercept the

Stalag Luft IV

Stalag Luft IV was situated approximately two and a half miles south of Kiefheide in Pomerania sector of Germany. It was activated in April, 1944, but was never actually completed, despite German effort, due to the pressure of the war. The first group of prisoners were transfers from Stalag Luft VI at Hydekrug in East Prussia. The majority of them were American, but also included were 800 R.A.F. non-commissioned officers. From that day in April, the flow of Kriegies was heavy until, upon evacuation, they numbered almost 10,000, a number far in excess of that for which the camp was designed. There was continuous construction in the camp, both indoors and out. Indoors, the prisoners were trying their utmost to make their meager quarters more habitable and outdoors, the Germans were feverishly working to complete additional barracks. The camp was set in a forest clearing about one and a half miles square. That particular forest was chosen because the dense foliage and underbrush served as an added barrier to escape. There were two barbed wire fences ten feet high completely surrounding the camp. Rumor had it that the outer fence was electrically charged, but we can't vouch for that, and had no desire to test it.

Between the two fences was another fence of rolled barbed wire four feet high. An area 200 feet deep, from the fence to the edge of the forest was left clear, making it necessary for anyone attempting escape to traverse this area in full view of the guards. Fifty feet inside the wire fences was a warning wire. A prisoner could expect to be shot first and then questioned if he stepped over this wire. Posted at close intervals around the camp were towers which were equipped with several powerful spot lights and bristled with machine guns. The railroad station was named Grosstychow, and the camp was south of the Baltic Sea where the meridians cross on the globe at 54° and 16°.

The camp was divided into four separate parts with guard dogs and towers all around. I was assigned to D compound, where the rooms were about 16 by 23 feet and housed 25 prisoners. Every week we received half of a Red Cross package. The total weight of a package was eleven pounds. We were also given a pail of potatoes that when divided up gave each of us 2 or 3 potatoes for the day. Sometimes we were given soup. At other times we got dehydrated sauerkraut, but as hungry as we were, we just could not eat it. I spent Christmas in that camp, and we did receive a whole Christmas parcel. Some of the fellows even put on a Christmas show. We didn't have to do any work in camp. In fact, there was nothing to do but lay around hoping the 644th was giving them hell, and that we would be out of there soon.

On Feb.6, 1945, 10,000 Air Corps prisoners of war left Kiefheide, Germany and Stalag Luft IV at 10:00 a.m. to march from the German and Russian battle zone. We marched 636 kilometers in all in 51 days. While marching we were liberated by American troops of the 104th Division on April 26, 1945.

----- By Jack Deutch, submitted by "BigO410@aol.com"

German Prison Camps:

Stalag - main camp (usually for enlisted men)
 WK-BAB - construction battalion camp
 Marlag - camp for sailors
 Milag - military camp
 Stalag Luft - camp for airmen
 Dulag Luft - transit camp for airmen
 Oflag - camp for officers
 Laz. - hospital
 Res. Laz. - reserve hospital
 Ilag - civilian internment camp

Unless otherwise noted, all cities are located in Germany.

Camp Name	City	Lat	Long.
Dulag Luft	Wetzlar	50.33 N	008.30 E
Luftwaffen Laz. 4/II	Wismar	53.54 N	011.28 E
Stalag Luft I	Barth	54.23 N	012.44 E
Stalag Luft III	Sagan, aka Zagan, Poland.	51.37 N	015.20 E
Stalag Luft IV	Grosstychow, Poland	53.55 N	016.15E
Stalag Luft V?			
Stalag Luft VI	Hydekrug East Prussia-1944		
Stalag Luft VI	St. Wendel, Germany, Aug-Sep 1944		
Stalag Luft VII	Bankau, Poland?		
Stalag II A	Neubrandenburg	53.33 N	013.16 E
Stalag II B	Hammerstein: aka Czarne, Poland.	53.41 N	016.55 E
Stalag III A	Luckenwalde	52.05 N	013.11 E
Stalag III C	Alt Drewitz?		
Stalag III B	Furstenburg?		
Stalag III D	Steglitz, neighborhood of Berlin.	52.28 N	013.20 E
Stalag IV A	Hohnstein	50.59 N	014.07 E
Stalag IV B	Mühlberg	51.26 N	013.13 E
Stalag IV C	Wistriz, Czech?		
Stalag IV D	Torgau	51.34 N	013.00 E
Stalag IV D/Z	Annaburg	51.44 N	013.02 E
Stalag IV F	Hartmannsdorf	50.53 N	012.48 E
Stalag IV G	Oschatz	51.18 N	013.07 E
Stalag V A	Ludwigsburg	48.54 N	009.11 E
Stalag V B	Villingen-Schwenningen	48.04 N	008.27 E
Stalag V C	Offenburg	48.29 N	007.57 E
Stalag VI I	Krefeld	51.20 N	006.32 E
Stalag VI G	Bonn	50.44 N	007.06 E
Stalag VII A	Moosburg	48.27 N	011.57 E
Stalag VII B	Memmingen	47.59 N	010.11 E
Stalag VIII B	Teschen, aka Cieszyn, Poland	49.45 N	018.35 E
Stalag VIII C	Sagan, aka Zagan, Poland.	51.37 N	015.20 E
Stalag IX B	Bad Orb	50.13 N	009.21 E
Stalag IX C	Bad Sulza	51.05 N	011.37 E
Stalag X B	Bremervörde	53.29 N	009.09 E
Stalag X C	Nienburg	52.38 N	009.3 E

Stalag XI A	Altengrabow		
Stalag XI B	Fallingbostal	52.52 N	009.41 E
Stalag XII A	Limburg	50.23 N	008.04 E
Stalag XII D	Waldbreitbach?		
Stalag XII F	Freinsheim	49.30 N	008.13 E
Stalag XIII B	Weiden in der Oberpfalz	49.40 N	012.10 E
Stalag XIII C	Hammelburg	50.07 N	009.53 E
Stalag XIII D	Nuremberg	49.27 N	011.04 E
Stalag XVII A	Kaisersteinbruch, Austria?		
Stalag XVII B	Krems an der Donau, Austria.	48.25 N	015.36 E
Stalag XVIII A	Wolfsberg, Austria.	46.50 N	014.50 E
Stalag XVIII C (317)	Markt-Pongau, Austria?		
Stalag XX A	Torun, Poland.	53.01 N	018.35 E
Stalag XX B	Marienburg, aka Malbork, Poland.	54.02 N	019.03 E
Stalag 344	Lamsdorf, Poland?		
Stalag 357	Orbke?		
Stalag 383	Hohenfels	49.12 N	011.51 E
Stalag 398	Pupping, Austria?		
Marlag Milag	Tarmstedt	53.14 N	009.04 E
Wk 8-Bab 21	Blechhammer, Poland?		
Oflag IV C	Colditz	51.08 N	012.49 E
Oflag VII B	Eichstatt	48.54 N	011.13 E
Oflag IX A/H	Spangenburg, Germany?		
Oflag IX A/Z	Rotenburg an der Fulda	50.59 N	009.43 E
Oflag X B	Nienburg	52.38 N	009.3 E
Oflag XI (79)	Brunswick, aka Braunschweig	52.15 N	010.30 E
Oflag 64	Schubin, Poland?		
Laz. IV A	Hohnstein	50.59 N	014.07 E
Laz. IV G	Leipzig	51.20 N	012.25 E
Laz. V B	Rottenmunster, Germany?		
Laz. VII	Freising	48.24 N	011.45 E
Laz. IX B	Bad Soden	50.17 N	009.22 E
Laz. IX C	Meiningen	50.33 N	010.25 E
Laz. IX C (dup?)	Hildberghausen, Germany?		
Laz. X B	Sandbostal		
Laz. XIII D	Nuremberg	49.27 N	011.04 E
Laz. XVIII A/Z	Spittal an der Drau, Austria.	46.48 N	013.30 E
Res. Laz.	Bilin, Czech?		
Res. Laz.	Ebelsbach, Germany?		
Res. Laz.	Graz, Austrian	47.05 N	015.22 E
Res. Laz.	Königswartha	51.19 N	014.20 E
Res. Laz.	Schmorkau, Germany		
Res. Laz.	Wollstein, Poland (not Germany)		
Res. Laz. VI C	Lingen	52.32 N	007.19 E
Res. Laz. VI G	Gerresheim, neighborhood of Düsseldorf		51.14 N 006.52 E
Res. Laz. II	Stargard Szczecinski, Poland.	53.21 N	015.01 E
Res. Laz. II	Vienna, aka Wien, Austria.	48.13 N	016.22 E
Res. Laz. II. X A	Schleswig	54.31 N	009.33 E
Marine Laz	Cuxhaven	53.52 N	008.42 E
Ilag Biberach	Biberach an der Riss	48.06 N	009.48
Ellag	Liebenau Liebenau?		
Ilag VII/H	Laufen	47.56 N	012.56 E

Source: www.heavy_bombers.com

Mails aus Heavy_bombers:

<HTML>Thema: Question/s.<FONT SIZE=3
PTSIZE=10>
Datum: 25.04.99 04:47:32 (MEZ) - Mitteleurop. Sommerzeit
From: jimchamp@ipa.net (Jim)
To: rolgeiger@aol.com

Hi!

As an American that was a former POW at Stalag Luft VI I was very interested in an article I receive that originated from you titled "Stalag Luft VI" - "St. Wendel" with dates of August - September 1944. I have some problems with the location and dates of August to September 1944.

I was in Stalag Luft VI a German POW camp that held English and American captured enlisted air men. It also had some Russian POWs too. It was located just over the border in what is now Lithuania, near 21 degrees West and 54 degrees-5 minutes North It was called Hydekrug. I don't remember when the camp started, but I was a POW there from early March 1944 until mid July 1944 when this Stalag Luft was evacuated because the Russians were moving Westward and we could hear their big guns. By August/September 1944 the Russians had over ran Stalag Luft at Hydekrug.

We were evacuated by box car to the port of Memel, Lithuania now called Klaipeda and we pows were put into the holds of 2 ships, one a barge and the other I believe a Coal boat. This happened on or about July 15, 1944 In time we arrived at Stalag Luft IV.

I have no idea where St. Wendel is but I surmise that you mean Stalag VI which was a work camp.

Jim
POW #2284

Those who haven't answered yet:

John H. Beattie	728 Cedar Grove Rd	Broomal, PA 19008
Winston W. Burroughs	4315 Doctor Mudd Rd	Waldorf MD 20601
John Eschbach	1302 Hamilton Ave	Tyrone, PA 16686
L.E. Doyle	5540 LWDA Ln	Carmichael, CA 95608
Jack Fetteroff	718 Audrey Av	Ardmore, PA 19003
Cecil O. Glover	37 Fairfax Terr.	Chatham, NJ 07928
John P. Hunter	137 Meeting House Creed Rd	River Head, NY 11901
Geo W. Light	600 E. Prospect St	Girard, OH 44420
Buck S. Martin	3 Pickett Ln	Unionville, CT 06085
Leon J. Peraga_____	355 Spring St. Exit	Glastonbury, CT 06033
John R. Vuchetich	278 7th Ave S	S. Park Falls, WI 54551

Deceased

Chester Natanek	1300 S. Degener	Elmhurst, IL 60126
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new:

Cash Robert L, 9421 Meadowknoll Dr, Dallas, TX 75243

214-341-3462