

# The final Flight of Boeing B17G Flying Fortress 42-107055 Choo-Z-Suzy 28<sup>th</sup> December 1944

By Chris Scivyer



## 1. Introduction

This is the story of the final flight of USAAF Boeing B17G Flying Fortress 42-107055 Choo-Z-Suzy and her crew which crashed at Garston near Watford on 28th December 1944.

Living locally I had been aware of the crash site prior to joining BRE back in 1978. A friend of the family had told me how he had as a young man cycled over from Colney Street near Radlett to see the crash the day after it had happened. Very early on in my career at BRE I visited the site with a couple of work colleagues and we found a few small pieces of the plane. These were cleaned up and later displayed at the Mosquito Aircraft Museum at London Colney, near St Albans. They included a 600mm long piece of wing structure, several small metal access plates and a block of electrical fuses which were found to still be in working condition. Whilst still aware of the crash site I had pretty much forgotten about it over the next 35 years, until I was in a conversation with colleagues in the office towards the end of the summer 2014. We had been talking about Second World War air crashes when I pointed out that an aircraft had crashed on the BRE site during the war. On the next fine day a group of 3 or 4 of us visited the site and in walking through the area we picked up several small scraps of metal that I identified as being from the aircraft. Over the next few weeks we made another couple of trips and found more small items of interest lying on the ground. By October the site had become too wet to visit.

As well as visiting the site and trying to identify what we had found, we started to carry out internet searches for more information about the aircraft and its crew, where they had been based and had flown to, and why they had crashed. The following are our findings:

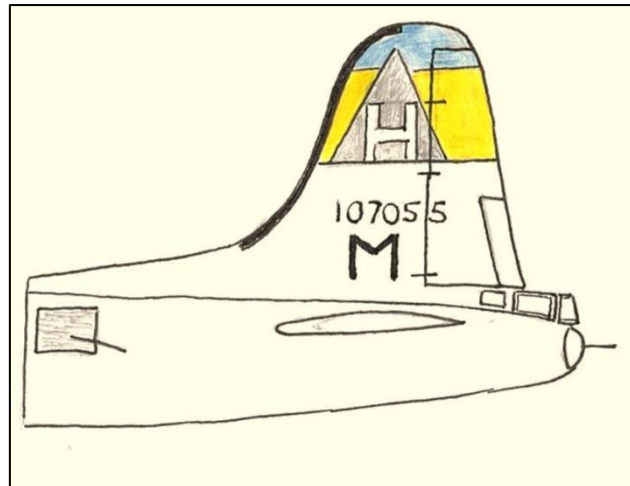
## 2. About the aircraft

The Aircraft was a Boeing B17G-35-DL model of the Flying Fortress built under licence by the Douglas Aircraft Company at their Long Beach plant in California. Built as constructor's number 21970, it flew with the Army Air Force Serial Number 42-107055. A full specification of the B-17 is included in Appendix A of this paper. As with most American military aircraft it was given a name and in this case it was called Choo-Z-Suzy. There are two suggestions as to the meaning of the name. The first refers to an American advertising campaign of the time that encouraged young women to be careful or choosy when being picked up by men at dances. The second was a term given to prostitutes who moved between pimps. I think we prefer the first definition!



*A typical USAAF Boeing B-17G*

The aircraft first appeared on the inventory of 306th Bombardment Group on the 6<sup>th</sup> April 1944, joining 423<sup>rd</sup> Squadron based at Thurleigh airfield near Bedford in England. Its first mission took place on April 18<sup>th</sup> 1944 with a raid on Berlin, carrying 42 100lb Demolition bombs. Between then and 28<sup>th</sup> December 1944 the aircraft was to take part in a total of 79 missions over mainland Europe to hit targets in France, Holland and Germany using a variety of combinations of demolition, fragmentation, incendiary and smoke bombs. It was also to make three trips dropping thousands of propaganda leaflets. A complete list of missions is included in Appendix B of this paper.



*Choo-Z-Suzy tail markings*

### **3. The last Mission**

On 28<sup>th</sup> December 1944 Choo-z-Suzy was assigned to Mission 766. The Mission Report states that the mission involved 1,275 bombers and 606 fighter aircraft being dispatched to hit rail and road bridges and several cities in the 'West German tactical area'. The mission was split into four parts:-

- a) A group of 361 B-24 Liberator bombers were amassed for a series of raids. 123 aircraft were sent to hit railway marshalling yards at Kaiserslautern, 28 to Homburg, and 18 to Neunkirchen, 31 to the Kaiserslautern railway bridge, and 20 to the bridge at Bullay. Secondary targets were hit at Bierbach and Zweibrücken by 32 and 20 aircraft respectively. A further 12 aircraft hit targets of opportunity. Of these aircraft 2 were lost, 1 was damaged beyond repair and 121 damaged but repairable; 10 airmen were killed in Action, 2 wounded in action and 22 missing in action. Escorting the bombers were 147 of 161 P-51 Mustangs allocated, none of which were lost.
- b) A group of 535 B-17 Flying Fortress bombers were dispatched. 109 aircraft to hit the railway bridge at Irlich; 399 to the secondary target, the Mosel railway marshalling yard at Koblenz; another 2 hit a target of opportunity; 4 B-17s are damaged; 1 airman is killed in action. The bombers were escorted by 236 of 247 P-51 Mustangs, the P51s saw no losses.
- c) A further group of 379 B-17 Flying Fortress bombers were sent to additional targets. 131 aircraft went to hit railway marshalling yards at Koblenz, 131 to marshalling yards at Lutzel, 75 to Bruhl, 36 to Sieburg, 11 to Troisdorf, and 71 to the Remagen Bridge. 1 B-17 hit the secondary target of Sinzig; and 5 hit a target of opportunity. Two B-17s were damaged beyond repair and damaged but repairable. 1 airman is killed in action and 2



are wounded in action. The bombers were escorted by 158 of 168 P-51 Mustangs none of which were lost.

d) A separate group including 27 of 30 P-51 Mustangs flew on scouting missions.

*Note: The difference in the number of aircraft allocated and those that took part in the raids probably reflects where aircraft had to turn back due to mechanical problems before reaching their targets.*

Choo-Z-Suzy was one of the aircraft that targeted the Koblenz railway yards, dropping a load of eighteen 250lb demolition bombs and two 500lb incendiary bombs.

#### 4. The Crew

Pilot	Paul Reioux,
Co-pilot	Bill Daniel,
Navigator	James Talley,
Radio operator	Herman Kaye
Bombardier	Milton J Olshewitz (see also biographical information)
Waist gunner	Colvin Sheorn,
Ball turret gunner	Leon 'Jack' Persac Jr.
Top turret gunner/engineer	John Price,
Tail gunner	John Perry
Crew Chief	M/Sergeant Edward A. Bergeron



*A photograph of most of the 28<sup>th</sup> December 1944 crew (missing is J Herman Kaye.)*

Bombardier Milton J Olshewitz sadly lost his life when he jumped from the aircraft without a parachute just before the aircraft crashed. As such he would have been one of the airmen recorded as 'Killed in Action' in the mission notes described earlier. Only 23 years of age when he died Milton J Olshewitz was born in 1921 in the state of Indiana; he was a resident of Marion County, Indiana with 3 years of college, with his civilian occupation classified as "Actors" when he voluntarily enlisted on 30 May 1942 at Chicago, Illinois, as a Private in the Air Corps; Milton was the only member of the crew who had married.

## **5. Choo-Z-Suzy's last flight**

*The following is largely taken from an article by 306<sup>th</sup> BG Historian, Vernon L. Williams published in 306<sup>th</sup> Echoes, July 2010, supplemented by a small amount of additional information sourced by the author.*

The day of the mission started with the crew rising early at Thurleigh in order to take breakfast before attending a 6.30am crew briefing. They were to be informed that the 306<sup>th</sup> BG would fly as part of the 40<sup>th</sup> Combat Wing bomber stream and that there would be two targets, Koblenz and Siegburg. Choo-Z-Suzy would fly in the lower echelon of aircraft on their way to Koblenz. The raids targeting the airfield at Siegburg and railway marshalling yards at Koblenz were intended to prevent German forces from resupplying and supporting their troops attacking American ground forces involved in the Battle of the Bulge.

Having been briefed the crew checked their equipment and were taken out to their aircraft on one of the dispersal sites on the airfield so that by 9.00am they would be sitting in the aircraft ready to fire up their four Wright Cyclone engines at precisely 9.12am. Further checks would have been made with the first of the aircraft taking to the air 25 minutes later. Soon the 26 aircraft of the 306<sup>th</sup> BG aircraft were taking off at a steady rate of one every 30 seconds. It was about 9.45am that Choo-Z-Suzy took to the air with its load of eighteen 250lb general purpose bombs, two 500lb cluster incendiary bombs, some 2500 gallons or more of fuel and nine crew.

It would have taken time for the various groups of bombers to form up into an organised stream of bombers. This was achieved without incident. One aircraft however turned back shortly afterwards over St Albans, reporting that their oxygen system was not working. Later the spare aircraft flying in the lower group turned back as planned, leaving the rest to attack either Siegburg or Koblenz. No enemy aircraft were encountered on the way to the target and, as briefed, the planned P51 Mustang fighter support turned up near Brussels, and remained alongside until they reached the target, where they spread out looking for potential enemy aircraft.

The lead and low squadrons bombed Koblenz and the higher squadron attacked Siegburg. Before making their bombing run they were informed by 'Buckeye Red' the weather aircraft (which were probably six P51 Mustang fighters scouting the area) that the weather was overcast over the target and which meant that the bombing run had to be flown on instruments. The radar operators took over at the point where the bombing run started (referred to as the Initial Point or IP). The lead aircraft of the high squadron had to abort its run halfway between the IP and the target due to its GEE H radar failing. The deputy lead aircraft's VHF was not functioning properly and the high squadron dropped their bomb loads on the smoke bombs of the 40<sup>th</sup> 'A' formation at 13.10 believing them to be from the lead group. The lead and low elements made their pathfinder (PFF) runs on the marshalling yards

at Koblenz dropping at 13.40. All photographs of the target were cloudy with no ground detail visible. The three elements then headed for home, retracing their route back across the English Channel to their respective bases.

It was when nearing St Albans that the crew of Choo-Z-Suzy were to find themselves in difficulty. The first they knew there was a problem was when Jim Talley the Navigator came over the intercom to say "We have a fire in the nose." With the aircraft having crossed the Channel and now flying in relatively safe skies most of the rest of the crew had already assembled in the waist area in preparation for landing at Thurleigh. They heard nothing for a few minutes until the bulkhead door leading to the bomb bay suddenly burst open when John Price, the engineer kicked it open from the front of the aircraft. In entering the space he brought with him lots of black smoke, so the crew assembled there moved to put their parachutes on ready to bail out of the aircraft. Jack Persac the ball turret operator had the habit of leaving his parachute in the waist area as there was insufficient room to keep it with him in the turret. It was common for air crew to stow their parachutes close to their anticipated exit route. This was due in part to limited space at their operating positions but also to reduce the risk of snagging their equipment as they ran to the exit door.

Co-pilot Bill Daniel later reported that the navigator riding in the bombardier's seat had reported a small fire, the next instant it was flaming in the astrodome which is sited just in front of the Cockpit windscreen, and then the fire reached the cockpit. Bill decided to move from the right hand seat and make his way out through the waist. He went through the Bombay and yelled to the crew to bail out. They bailed out and Bill followed them.



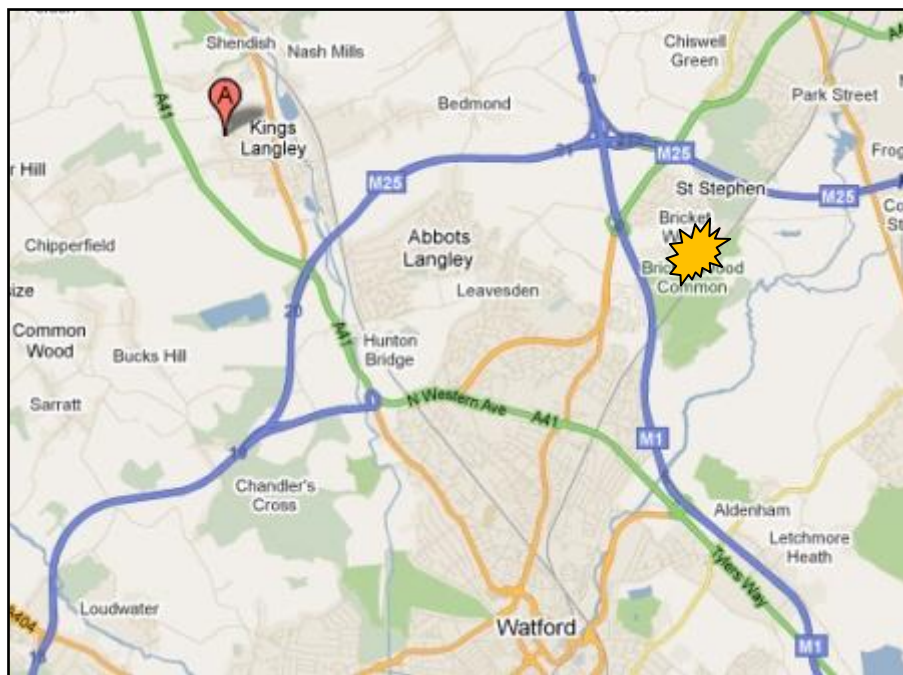
*The location of the Astrodome in front of the cockpit*

Meanwhile in the nose, Jim Talley watched the fire spread rapidly. He kept his parachute up next to the drift meter, so grabbed it, only to find it was smouldering. He patted the fire out with his hands and attached the chute to his parachute harness, and then exited the aircraft below the flight deck hoping the chute would work. The aircraft was flying at about 8,000ft when the crew jumped. Talley remembered that he fell about 5,000ft and had to pull the silk and cords out of his chute before the canopy filled with air. Eventually it opened and he floated down to the ground landing in front of the Ovaltine factory in Kings Langley.

Meanwhile on the aircraft, bombardier Milton Olshewitz was dressed in his uniform without his parachute harness. He always changed out of his flight clothes as the aircraft cleared the English Channel. By the time he had reacted to the fire, it was spreading rapidly and his flying gear and parachute were on fire. Jim Talley who was standing near him saw Milton just as the fire was spreading and was not aware that he did not have a parachute. Jim Talley saw him jump and 'fall like a bullet' without a parachute. He was the only crew member to die in the incident.

The Pilot, Paul Reieux was at this time still at the controls, knowing that he had to keep the plane flying level or his crew would be trapped as the plane plummeted out of control. The fire quickly spread to the cockpit and Paul Reieux was to suffer severe burns to his hands and face. Even so he remained in the left hand seat until everyone was out, before stumbling down to the exit and bailing out. By this time all nine men have left the aircraft and some had already reached the ground.

The aircraft was to continue flying a further 3 or 4 miles before crashing into woodland on a site occupied by the Building Research Station located on the edge of Bricket Wood next to Bucknalls Lane near Garston in Hertfordshire.



*Location (A) where crew bailed out and the aircraft crash site*

It is clear that had Paul Reieux not remained at the controls for as long as he did more crew members would probably have lost their lives. Jim Talley was later to say that "Paul Reieux was the real hero in all that happened and that he was never really recognized for what he did for his crew". It was some 54 years later that Jim Talley decided it was time to correct matters. He contacted Paul Reieux and in due course took all the necessary paperwork to Congressman John J Duncan in Knoxville, Tennessee, whose staff worked with the Air Force to correct the oversight. Good news arrived in April 1999 when Paul Reieux was informed that he was to receive the Distinguished Flying Cross – the Air Forces highest award for bravery, for his actions. Even though he was finally awarded the DFC Jim Talley felt that "what he had done was worth much more than that". So why was the DFC not awarded at the time? It is most likely due to the fact that both pilots were hospitalised for



some seven weeks. As a consequence they and their crew were not available to contribute to the standard interrogation process that would normally take place on returning to base following a mission. The report for Choo-Z-Suzy (which can be found in Appendix C) was compiled without the input of the two pilots.

Of course the story does not end here. With both the aircraft and its crew on the ground there was much activity within the local area from both civilians and the military.

On landing Jim Talley was greeted by members of the local community who ran across to him at first thinking he was a German paratrooper. Fortunately with the use of a few four letter words he soon convinced them that he was American! It has to be remembered that this incident took place just after 15.30 in winter, and the locals may not have seen or heard the aircraft limping across the sky beforehand.

Another aircraft from the squadron had seen Choo-Z-Suzy dropping away from the rest of the group. They reported smoke coming from one engine and having seen 8 possibly 9 men leave the aircraft but only 8 chutes open. They also reported that the aircraft subsequently hit the ground with an explosion. By 16.10 the USAAF airbase at Bovingdon just 4 miles away from Kings Langley had been advised that an aircraft had come down nearby. The officer-of-the-day 2<sup>nd</sup> Lieutenant Leslie H. Harshell was informed that the crew had come down in the vicinity of Kings Langley and Abbots Langley close to the Ovaltine factory.

Together with the Bovingdon air base Corporal-of-the-Guard and two Military Police Officers, 2<sup>nd</sup> Lt Harshell travelled over to the Ovaltine Factory where he found five crew members. Jim Talley was burned about the face and hands, another crew member had a sprained ankle and the other three were uninjured. A civilian ambulance at the scene was instructed to take Jim Talley and the other injured man to Bovingdon air station sick quarters for treatment.



*The Ovaltine Factory in Kings Langley*

2<sup>nd</sup> Lt Harshell then travelled about half a mile to 157 Toms Lane to investigate a report of a body. On reaching the address they found that a crew member had fallen, without a parachute, into the rear garden of the house at about 15.40 and died within 20 minutes. The body had already been taken by a Watford based civilian ambulance to Watford Peace Memorial Hospital. The body was of course that of Milton Olshewitz.



Returning to the Ovaltine Factory he found a further civilian Ambulance had arrived with two more crew members, they included Bill Daniel suffering with neck burns. Bill Daniel and the remaining four crew members were then taken to the sick quarters at Bovingdon airfield.

Meanwhile Paul Reieux had been found in a wheat field by a local farmer with face and hand burns and taken directly to Watford Peace Memorial Hospital. It is reported that he was later taken to the 7<sup>th</sup> General U.S. Hospital, but it is unclear as to the exact location of this Hospital. From an internet search it appears that by late 1944 the 7<sup>th</sup> General Hospital had moved its field hospitals across the English Channel into mainland Europe, it did however have a large convalescence Hospital back in the USA, which may have been where Paul Reieux was taken.

## **6. The Crash site**

Having taken care of the crew 2<sup>nd</sup> Lt Harshall and the MPs travelled to the scene of the crash where they found wreckage strewn through the woods alongside Bucknalls Lane. By the time he arrived, Captain Robbins, the Air Inspector accompanied by photographers, MPs, ordnance men and others were already on site. The area was quickly cordoned off and made safe. A crash recovery team arrived soon after, probably from Bovingdon, and within a few days they had cleared the wreckage away.



*General view of the main wreckage lying on the rim of the former clay pit*



*Another view of the crash site on 29<sup>th</sup> December 1944*





*A view of the rear of the aircraft – with rear gunner's position and O5 and M visible on the tail*



*One of the four engines*

Attention would have been paid to locating radio equipment, paperwork and any ammunition that had survived the crash. The aircraft came down on the edge of a pit that had in the past been used for extracting clay for brick making. Before hitting the ground it cut a swath of trees down. I can recall visiting the site in about 1980. At that time it was possible to see several trees alongside Bucknalls Lane that had been snapped off at a height of about 10



feet above the ground. The trees had survived and produced new growth above the point of impact. 70 years on it is difficult to identify whether the trees are still in existence such is the foliage.

Having walked the site recently (2015) it appears likely that the recovery party would have removed all the larger debris and pushed the smaller bits and pieces over the rim into the pit covering it with soil in some places. The chances of finding out much more are slim. Today the area is classified as a Site of Special Scientific Interest it being on the edge of ancient woodland. This is likely to preclude excavation of the site. Furthermore any excavation of the crash site would also require a permit from the Ministry of Defence.



*A view of the crash site in late spring 2015*

## **7. Crash site finds Autumn 2014 – Spring 2015**

Whilst walking the crash site some 40 to 50 small items of wreckage have been found on the surface. The more interesting items are illustrated here. They are shown with a 50 pence piece to give scale.



*12.7mm machine gun ammunition/guide belts*





*Exhaust manifold manufacturers plate*



*Section from an aluminium ladder*



*Thought to be the dome from the astrodome*



*Various pieces of metal structure*



*Thought to be the remains of a fuel tank*

## **8. What caused the crash?**

The official report by the USAAF air crash inspector suggested that fire which led to the crash was ignited by a spark from damaged wiring to a heated mitt (glove) coming into contact with oxygen leaking from an oxygen pipe. It is difficult to see how he came up with this assessment when you consider the severe damage caused to the aircraft when it hit the ground. In a TV interview many years later Jim Talley said that the aircraft had been hit by anti-aircraft fire, which may have damaged wiring and the oxygen line in the nose of the aircraft, and triggered the fire. This conflicts with the official Mission report which states that there had been no enemy fire. But as is mentioned earlier the Mission report was prepared without the input of the two pilots who would have had a good view of what actually happened.

## **9. Recent activity**

During the autumn of 2014 we had attempted to establish where Milton Olshewitz had been laid to rest. Our intention was to mark his grave with a wreath on 28<sup>th</sup> December 2014 which would have been the 70th anniversary of the crash. We wondered whether his body had been taken back to Thurleigh, or perhaps to the American Cemetery at Madingley near Cambridge. We were also aware that Milton was Jewish so might have been buried in a Jewish Cemetery in the UK or back home. We have not been able to find his name on any Jewish cemetery lists. Our search had found reference to Milton in the 1940 Federal Census, as the son living with his parents in Indianapolis, Indiana. More recently the 306 BG Association have found that, research carried out in the 1990's established that Milton's remains, were returned to someone in the state of Indiana. Presumably this was Milton's wife or parents.



In sourcing information we were made aware that the 306<sup>th</sup> Bombardment Group Historical Association were organising a reunion trip to the UK in June 2015 and that amongst those travelling was Michele Reioux daughter of Pilot Paul Reioux. As a consequence we were pleased to be able to invite Michele and her travelling companions including Barbara and Charles Neal of the 306 BGHA to visit BRE and see the site of the crash. This proved to be a very moving occasion. We were able to show the party the site and our interpretation of the information and artefacts that have been gathered recently. It was a most interesting day which was capped by the incredible sight of 'Sally B' the last airworthy B-17 in Europe just happening to fly over the site whilst on a positioning flight for an air display the following day. A day that will live long in the memory.



*Chris Scivyer with Michele Reioux at the crash site 12<sup>th</sup> June 2015*

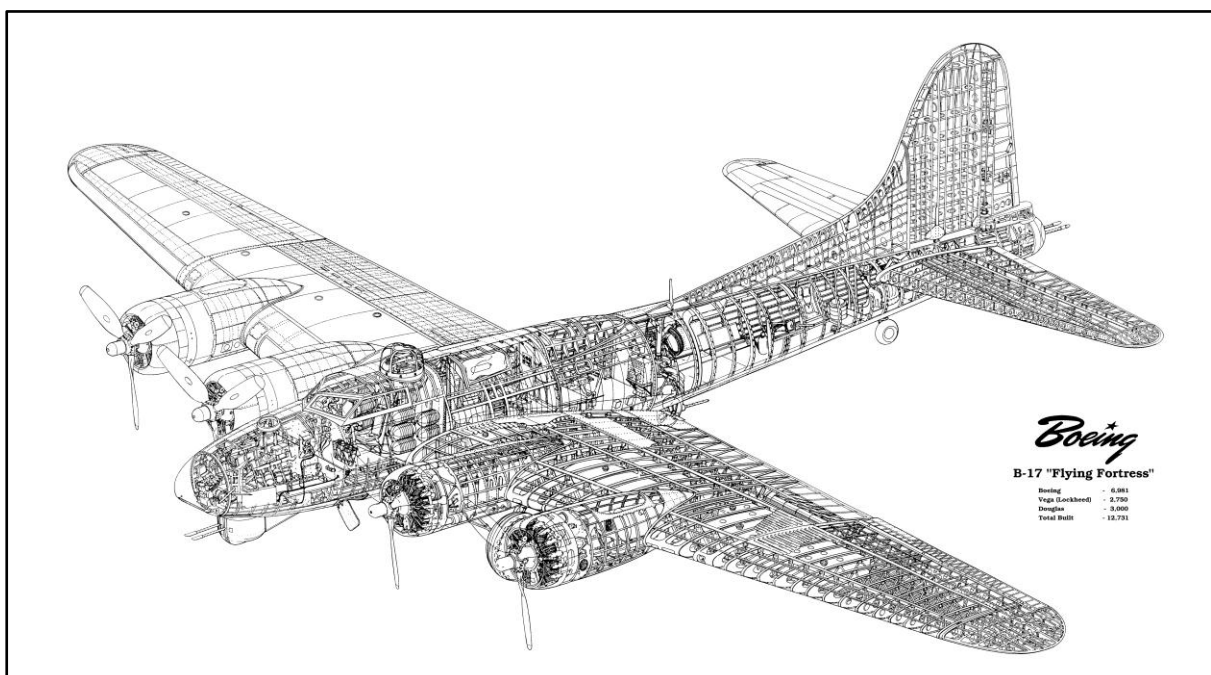
### **Acknowledgements**

In drafting these notes we are indebted to the excellent support received from the following people. Particular thanks go to Barbara Neal, Secretary, Cliff Deets Historian, for The 306<sup>th</sup> Bombardment Group Historical Association, Former 306th BGHA, Historian Dr. Vernon L. Williams. I would also like to thank BRE staff members David Gall, Arden Taylor, Keith Mower and Ian Rance who's interest in this research fired me to write this paper.

## Appendix A: Boeing B17G Specification



B17G SPECIFICATION			
Engines	4 Wright R-1820-97 'Cyclone' turbosupercharged radial engines rated at 1,200 hp each		
Armament	13x Browning M-2 12.7mm machine guns, 8,000kg of bombs (usually 3,600kg for short range missions or 2,000kg for long range missions)		
Span	31.62 m (103ft 10in)	Weight maximum	29,710 kg (65,000lb)
Length	22.66 m (74ft 9in)	Speed maximum	462 km/h (305mph)
Height	5.8 m 19ft 1in	Speed cruising	293 km/h
Wing Area	131.92 m <sup>2</sup> (1277sq.ft)	Rate of climb	4.60 m/s
Weight Empty	16,391 kg	Service ceiling	10,850 m
Weight loaded	24,495 kg	Range normal	3,219 km





## Appendix B: Choo-Z-Suzy Missions Record

### Choo-Z-Suzy Missions Record - Part 1

CHOO-Z-SUZY <i>42-10705</i>			
M/SGT. EDWARD A. BERGERON, CREW CHIEF			
423rd SQUADRON 306th BOMB GROUP (H)			
<u>DATE</u>	<u>PILOT</u>	<u>DESTINATION</u>	<u>LOAD</u>
April 18, 1944	Baldwin	Berlin, Germany	42-100 DEM
April 20,	Baldwin	Calais, France	12-500 DEM
April 22,	Weiland	Nance, France	10-500 INC CLUSTERS
April 25,	Sutton	Munich, Germany	10-500 INC
April 26,	Sutton	Brunswick, Germany	10-500 DEM
April 27,	Sutton	Nobal, France	16-500 DEM-AP
April 29;	Sutton	Berlin, Germany	5-1000 DEM
May 7,	Sutton	Berlin, Germany	42-100 INC
May 8,	Sutton	Berlin, Germany	10-500 INC
May 9,	Fossum	Thinevilla, Germany	10-500 DEM
May 11,	OBrian	Saarbrucken, Germany	12-500 DEM
May 19,	Miller	Berlin, Germany	42-100 INC
May 22,	Millett	Paris, France	42-100 INC
May 23,	Millett	Metz, Germany	6-1000 DEM
May 24,	Millett	Berlin, Germany	8-250 P. LEAFLETS
May 27,	Millett	Manhein, Germany	10-500 DEM
May 28,	Millett	Dresden, Germany	38-100 DEM
June 2,	Millett	Calais, France	12-500 DEM
June 3,	Yass	Calais, France	12-500 DEM
June 6,	Millett	Caen, France	12-500 DEM
June 8,	Millett	Renns, France	12-500 DEM
June 11,	Horn	Calais, France	10-250 P. LEAFLETS
June 12,	Millett	Lille, France	18-250 DEM
June 15,	Millett	Nantes, France	12-500 DEM

## Choo-Z-Suzy Missions Record Part - 2

<u>DATE</u>	<u>PILOT</u>	<u>DESTINATION</u>	<u>LOAD</u>
June 17,	Millett	Paris, France	18-250 DEM
June 19,	Millett	Calais, France	12-500 DEM
June 20,	Millett	Hamburg, Germany	12-500 DEM
June 21,	Neddo	Berlin, Germany	8-500 DEM & 2-500 INC
June 22,	Broz	Ghent, Germany	12-500 DEM
June 24,	Arrison	Bremen, Germany	12-500 DEM
June 25,	Arrison	S. Paris, France	2-2000 DEM
June 28,	Millett	Lyons, France	37-100 DEM & 1-100 SMOKE
July 11,	Millett	Munich, Germany	18-250 DEM & 1-100 SMOKE
July 17,	Millett	S. Paris, France	6-1000 DEM & 1-100 SMOKE
July 20,	Millett	Leipzig, Germany	41-100 INC & 1-100 SMOKE
July 31,	Millett	Munich, Germany	10-500 DEM & 1-100 SMOKE
August 4,	Couris -367th	Anklam, Germany	41-100 INC & 1-100 SMOKE
August 6,	Millett	Berlin, Germany	10-500 DEM & 1-100 SMOKE
August 7,	McKee	S. Paris, France	5-1000 DEM & 1-100 SMOKE
August 8,	Burnnette	Caen, France	32-100 DEM
August 9,	Couris -367th	Ulm, Germany	10-500 INC & 1-100 SMOKE
August 12,	McKee	NW Paris, France	38-100 INC CLUSTERS & 1-100 SMOKE
August 13,	Alyea	Rouen, France	38-100 DEM
August 14,	Wood -367th	Stutgarth, Germany	10-500 DEM & 1-100 SMOKE
August 16,	Mox	Leipzig, Germany	10-500 P. LEAFLETS
August 25,	Mox	Peenemunde, Germany	5-1000 DEM
August 26,	Delapoer	Duscidorf, Germany	8-500 DEM
September 3,	Schoenbachler	Ludwigshaven, Germany	4-1000 DEM & 4-500 INC CLUSTERS
September 5,	Windward	Ludwigshaven, Germany	6-1000 DEM
September 8,	Delapoer	Ludwigshaven, Germany	12-500 DEM
September 10,	Wilke	Stutgarth, Germany	12-500 INC CLUSTERS

## Choo-Z-Suzy Missions Record Part - 3

PAGE 3

<u>DATE</u>	<u>PILOT</u>	<u>DESTINATION</u>	<u>LOAD</u>
September 11,	Delapoer	Merseberg, Germany	12-500 DEM
September 17,	Delapoer	Holland	32-250 FRAG
September 19,	Wilke	Volkel, Holland	12-500 DEM
September 22,	Delapoer	Kassel, Germany	6-500 DEM & 6-500 INC CLUSTERS
September 25,	Delapoer,	Frankfurt, Germany	12-500 DEM
September 27,	Delapoer,	Cologne, Germany	12-500 DEM
September 28,	Delapoer	Magdeburg, Germany	10-500 DEM
September 30,	Greenberg	Muhster, Germany	12-500 DEM.
October 3,	Delapoer	Nurnberg, Germany	5-1000 DEM
October 6,	Alea	Stettin, Germany	10-500 DEM
October 9,	Lindsay	Schweinfurt, Ger.	10-500 DEM
October 14,	Delapoer	Cologne, Germany	4-500 INC & 14-250 DEM
October 17,	Delapoer	Cologne, Germany	34-100 DEM & 2-500 INC
October 19,	Reioux	Manhein, Germany	6-500 DEM & 6-500 INC
October 22,	Delapoer	Hanover, Germany	6-500 DEM & 6-500 INC
October 25,	Reioux	Hamburg, Germany	6-500 INC & 6-500 DEM
October 26,	Reioux	Bielefed, Germany	6-500 DEM & 6-500 INC
November 8,	Glynn-369th	Merseberg, Germany	6-1000 DEM
November 21,	Reioux	Merseburg, Ger.	10-500 DEM
November 26,	Borges	Hanover, Germany	12-500 DEM
December 3,	Schrack	Merseburg, Germany	12-500 DEM
December 6,	Reioux	Merseburg, Germany	12-500 DEM
December 7,	Reioux	Berlin, Germany	12-500 DEM
December 9,	Nahabidian	Stutgarth, Germany	12-500 DEM
December 11,	Reioux	Frankfurt, Germany	10-500 DEM & 2-500 INC
December 12,	Reioux	Merseburg, Germany	12-500 DEM
December 15,	Reioux	Kassel, Germany	10-500 DEM & 2-500 INC
December 28,	Reioux	Coblenz, Germany	18-250 DEM & 2-500 INC

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer  
United States Forces

AFPO 557  
28 December, 1944

SUBJECT: Intelligence Narrative  
Mission: Siegburg & Koblenz, Germany

TO : Commanding Officer, 306th Bombardment Group (H)

1. Narrative

The 306th Group flew 39 A/C including 4 PFF A/C, one GH A/C and 3 spares, as 40th "B". Route was as follows: Clacton, 1145; Ostend, 1211; 8 to 10 miles south of course on way in; I.P. for GH run, 5030N x 0520E, at 1243; over primary at 1313; where only the high squadron bombed; continued to 5045N x 0800E, then turned right, making I.P. at approximately 5039N x 0818E for run on Koblenz; to avoid Group from right on collision course, made a 360 degree turn 13 miles short of Koblenz, and took I.P. at 5032N x 0755E, 1334 hours; Koblenz 1340 $\frac{1}{2}$ ; Ostend 1445; Clacton 1514; base 1608.

Buckeye Red reported 10/10 at target; instrument bombing. Mickey equipment on three lead PFF A/C worked satisfactorily. Deputy lead, A/C 197-K, gave intermittent pie-cuts. It is felt that it was good procedure to open bomb bay doors over the channel, since several smoke bombs were observed over water on the way in.

2. Fighter Opposition and Fighter Support

There was no E/A opposition on this Group. Fighter Support appeared as briefed near Brussels, and was good until target, then scanty.

3. A.A. Gun Fire

There was no A.A. fire on our A/C. No damage. Meager fire observed  $\frac{1}{2}$  mile to right, probably from Bonn, on the way in.

4. Bombing

After receiving call from Buckeye Red stating bombing would be by instruments, Gee H A/C took over at I.P. His bombs failed to release. Lead A/C of high aborted between I.P. and target, leaving that squadron with no PFF. VHF of deputy was not functioning properly, and high dropped on smoke bombs of 40th "A" at 1310 $\frac{1}{2}$ , believing them to be from lead group.

Lead and low made PFF run on Koblenz, dropping at 1340 $\frac{1}{2}$ . All pictures show 10/10 with no ground detail.

5. Nickels

A/C 505-V dropped seven T-248 and one T-251 on primary near Siegburg, at 1310 $\frac{1}{2}$ .

6. Weather

Clear over continent to Brussels, then patchy; 10/10, tops 12,000 feet from 0600E over target. Light persistent con-trails above 22,000 feet.

7. A/C In Distress

Our A/C 055-M, pilot Nicoux, seen near St. Albans, 5144N x 0023E, 1533 hours, with one engine smoking; then 8 chutes, possibly 9 seen, and A/C crashed and exploded.

8. A/C Returnin Early

A/C 031-G, pilot Woellner, turned back at St. Albans, 1130 hours, brought back 18 x 250 and 2 x M-17.

A/C 600-P, pilot Erne, spare, turned back as briefed; brought back 18 x 250 and 2 x M-17.





HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer  
United States Forces

*Raid File*

APD 557  
28 December, 1944.

SUBJECT: A/C in Distress, Mission 28 December, 1944

TO : S-4 Section, 306th Bombardment Group (H)  
Attention: Major VENABLE

1. Our A/C O55-M, pilot Ricoux, seen near St. Albans, 5144N x 0023E, 1533 hours, with one engine smoking; then 8 chutes, possibly 9 seen, and A/C crashed and exploded.

*John A. Bairnsfather*  
JOHN A. BAIRNSFATHER,  
Major, AG,  
Group 8-2.

INTERCOMPLIMENT file

19

SQUADRON ~~XXXXXX~~ 423 A/C Number 055 Letter M Date 28 December, 1944

Bomb Load 2 x M17 H.E. Incend.

Position in Formation

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

40' B  
Low

1. HOT NEWS to be phoned in. For No Details:

CRS.: Give Rank and Initials

Friendly A/C in any kind of distress: (Give position, time, altitude, full details)

*Bailed out over England?*

- 2nd Lt. P. J. Reiloux  Pilot
- 2nd Lt. R. W. Daniel  Co-P
- 2nd Lt. J. C. Taley  Nav.
- 2nd Lt. M. J. Olshewitz  Bomb
- T/Sgt. H. H. Lave  Radi
- T/Sgt. J. E. Price  Top
- S/Sgt. L. J. Persac, Jr.  Ball
- S/Sgt. C. W. Sheorn  R/W
- S/Sgt. J. W. Pery  Tail

2. TARGET ATTACKS

Primary Time:

Alternate Height:

Last resort Heading: (circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

any Nickels: Yes No

Number bombs dropped

Number Bombs returned

Other bombings:

5. Any PROBLEMS taken: Yes? No?

WHAT MESSAGES REC'D FROM BUCKEYE?

6. GROUND TARGETS ATTACKED BY CONFIRE AND RESULTS:

7. REMARKS: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

SUMMARY

*our A/C over M - pilot, Reiloux, crashed in England. Eight x priority? Chubb was ordered x the plane crashed. Crew chg by Lt. Col. H. H. BANS. 5444-0023E*



(Color, markings, etc. of E/A)

Reports on Recovery's plane indicate that engine from D 69 0 later was observed going down & also that the plane crashed exploded before it hit the ground & after it hit & the latter.

CLAIMS	
DESTROYED	_____
PROBABLY	_____
DAMAGED	_____
(Fill out immediately separate CLAIM FORM for each claim.)	

11. FIGHTER SUFFICIENT predominating  
This was also in his reports as to whether any of the engines were on fire before the crash.

12. OBSERVATIONS: Give TIME, PLACE, ALTITUDE (List any observations of military importance such as balloons, aces, a, camouflages, smoke screens, and signals; activity at airbases, ports, waterways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

13. INCIDENTS TO FRIENDLY A/C: (If one of our A/C lost, state whether by A.A., E/A action, accident or Undetermined Cause)

14. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

15. DAMAGE TO A/C: (briefly)

16. TECHNICAL FAILURES:

(Include accidents, any suggestions)  
Sup A/C 04 + M - pilot, Recovery crashed in England. Engine & possibly 7 Chudkanev observed & the plane crashed. Crew obs. on ground about 1/2 hr. (H. ALBANS - 57444-007) E

