

Las Vegas Avenger
And Crew of Virgil H. Jeffries
306th Bomb Group, 423rd Squadron

Report compiled by Jacob Taeke Halma
May 2013

THE STORY OF THE “LAS VEGAS AVENGER” AND ITS CREW

This story begins in a small town in eastern England, Thurleigh. The airfield there was the home of the 306th Bombardment Group from early September 1942 until the end of the war.

I narrow down the story to the 423rd Squadron, of which the “Las Vegas Avenger” was a part. The plane number was 42-30603. A squadron numbered about 15 aircraft.

The crew which crashed near Doniaga joined the squadron at different times in 1943:

Arthur R. Adrian (S/Sgt) joined April 4th, Virgil H. Jeffries (F/O, Flying officer) April 12th, John H. Moon in July, Thomas R. McGalliard (2nd Lt.), James S. Porter (S/Sgt) and Richard G. Mowrer (S/Sgt) August 8th, Harold Owen (S/Sgt) October 21st and Frank L. Ramsey (1st Lt., navigator) November 1st. When the others joined is not mentioned in the squadron diary.

The Jeffries’ crew didn’t consist of the same men all the time. On the following picture (which has been taken between October 21st and November 1st 1943) the crew the members are:

Front row, left to right: Harold Owen (waist gunner), Robert Taylor (waist gunner), Carl Shelley (ball turret gunner), Jeffries (pilot) and Henry Cordery (tail gunner).

Back row, left to right: Richard Mowrer (radio operator), Thomas McGalliard (co-pilot), John Moon (bombardier), Jasper Stutt and Willard Clarida (navigator).



On the following picture of the Kackstetter crew are two crew members who later joined the Jeffries' crew and participated afterwards in the fatal mission of the "Las Vegas Avenger": Second row, from right to left: Arthur Adrian (ball turret gunner) and Henry Steelsmith (tail gunner).



Jeffries came in as a Flying Officer, was promoted to 2nd Lt. as per September 7th and to 1st Lt. as per October 10th. In the MACR however, Jeffries' rank is mentioned as captain. Thomas McGaillard was promoted to 1st Lt. as per November 4th.

According to his daughter Ann, Jeffries flew 25 missions including this last one; the squadron diary mentions 16 missions in which he participated, all in 1943:

July 17 th :	Hannover, Germany
July 24 th :	Magnesium works Heroya, Norway
July 26 th :	Synthetic rubber plant Hannover, Germany
August 12 th :	Synthetic oil plant Gelsenkirchen, Germany
August 15 th :	Aircraft factory Brussels, Belgium
August 16 th :	Le Bourget airdrome Paris, France
August 17 th :	Ball bearing plant Schweinfurt, Germany
September 6 th :	Stuttgart, Germany
September 9 th :	Airfield Lille, France
October 2 nd :	Emden, Germany
October 4 th :	Frankfurt, Germany
October 10 th :	Münster, Germany
October 14 th :	Ball bearing plant Schweinfurt, Germany
November 3 rd :	U-boat yards Wilhelmshafen, Germany
November 5 th :	Gelsenkirchen, Germany
November 26 th :	Bremen, Germany

Particularly the second mission to Schweinfurt went with very heavy losses, the squadron lost three aircraft and the Bombardment Group lost ten. The whole force to Schweinfurt lost 60 aircraft or 20% of the planes.

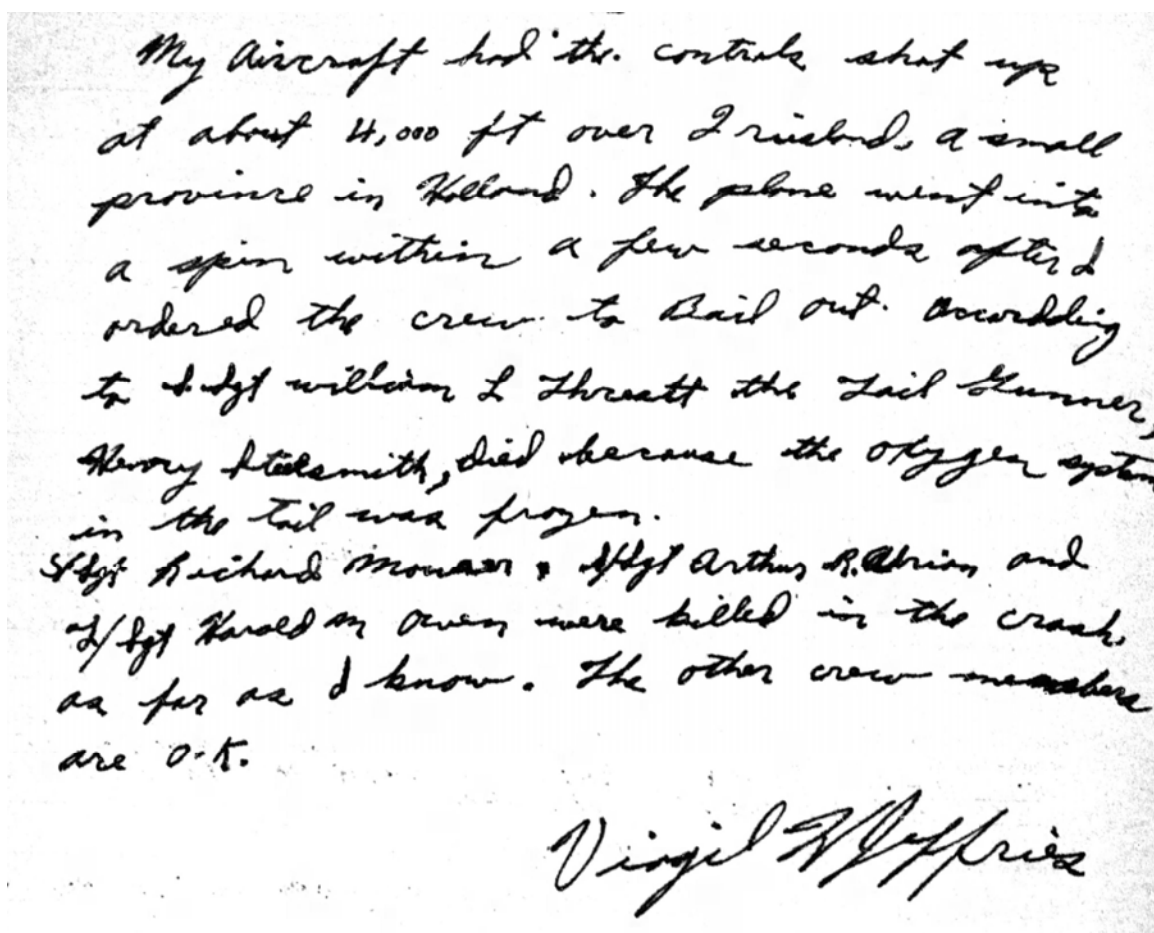
The last mission to Bremen became a fatal one for the "Las Vegas Avenger".

Lets' see what happened.

During the journey to Bremen one engine cut out (which seems also to have happened during earlier raids) and a second one was put out of action by German anti-aircraft fire over Bremen. On the home journey, according to other crews, Jeffries left the formation about forty miles west of Bremen, the plane apparently under control, but lowering his wheels to indicate he stopped fighting.

Missing the protection of the formation, a lone aircraft was an easy prey for the Germans and above the province of Friesland, in the northern part of the Netherlands, the plane was attacked by a group of four German fighters from a fighter base near the small town of Quakenbruk in Germany, near the border with the Netherlands.

According to a written statement of Jeffries after the war, the plane was then flying at a height of 4,000 feet. The Germans shot up his controls and he ordered the crew to jump. He himself jumped last, his parachute got caught on the plane, but luckily came away at the last moment.



My aircraft had the controls shot up at about 4,000 ft over Friesland, a small province in Holland. The plane went into a spin within a few seconds after I ordered the crew to bail out. According to Sgt William L. Threath the Tail Gunner, Harry Steelmith, died because the oxygen system in the tail was frozen. Sgt Richard Monahan, Sgt Arthur R. Abrian and Sgt Harold M. Owen were killed in the crash, as far as I know. The other crew members are O.K.

Virgil Jeffries

The handwritten statement of Jeffries describing the happenings; it is part of the MACR (Missing Air Crew Report). See appendix 10, page 6.



Oberleutnant (1st Lt) Martin Drewes.

German fighter pilot 1st Lt. Martin Drewes was credited with downing the plane. He was flying a Messerschmitt Me 110 night fighter equipped with radar that normally was only on service during darkness, but was now also deployed during daytime because of the increasing pressure of the allied air forces.

There were rumours that the German fighters also had fired at the parachuting crew members. In an interview after the war with Drewes denied that and there are also other sources which do not support this rumour.

People who saw the aircraft coming down, feared that a school building in the hamlet Noed nearby would be hit but at the last moment it made a turn and crashed in a field near the hamlet of Doniaga, near St. Nicolaasga and about half a mile outside this village. The field was owned by a farmer Huite Zonderland (a strange family name for a farmer meaning: "without land"!).

I am living in Joure, about some 5 miles from the site of the crash as the crow flies and I have met a man who, as a schoolboy in Joure, during the afternoon break, saw the plane flying in the direction of Sint Nicolaasga and passing so low he could clearly discern the crew.

Appendix 3 gives a translation of two pages from the book "Luchtoorlog boven Zuid-west Friesland" (Air war above SW Friesland) by Jan J. van der Veer, describing the fight and the crash.

Appendix 4 shows pictures of the crashed aircraft, taken by Germans. I got part of them from Michael, a German contact on the Army-Air Forces Forum. He found them in his fathers' diary who was a Company Commander, stationed in this region and who visited the site the day after the crash.

During this raid the crew consisted of:

Virgil H. Jeffries	1 st Lt.	pilot
Thomas McGaillard	1 st Lt.	co-pilot
John H. Moon	1 st Lt.	bombardier
Frank L. Ramsey,	1 st Lt.	navigator
Henry A. Steelsmith	S/sgt	tail gunner
Richard G. Mowrer	T/Sgt	radio operator
Harold M. Owen	S/sgt	waist gunner
Arthur R. Adrian	S/sgt	ball turret gunner

J.S. Porter
W.L. Threatt

T/sgt
S/sgt

top gunner
waist gunner

As Jeffries mentions in his written statement on page 3 of this report, Arthur Adrian, Richard Mowrer and Harold Owen were killed by the crash; Henry Steelsmith died earlier because of a frozen oxygen system.

They were buried all four at the cemetery of the Reformed Church of St. Nicolaasga on November 29th and December 1st. Inhabitants of Sint Nicolaasga laid flowers and wreaths on the graves.



Cemetery of the Reformed Church in St. Nicolaasga. White crosses on the graves of Adrian, Mowrer, Owen and Steelsmith.

After the war, on November 6th 1945 their bodies were transferred to the American Military Cemetery in Margraten, in the southern part of the Netherlands.

The other six crew members left the aircraft by parachute. Either Threatt or Porter injured his leg when landing and the other one stayed with him. They were both arrested by a local Dutch police officer named Wagenaar and handed over to the Germans.

See appendix 2 for a copy of the original Dutch police report and the translation.

It is unknown to which German prisoner camp Threatt and Porter were transported and if they survived.

Frank Ramsey landed near the aircraft, N.W. of the rail road track and went in N.W. direction to the hamlet called Noed (about half a mile from the crash). We know that because farmer Jan Leenstra witnessed the crash. After the war he found an emergency box containing matches, a mini compass, a small dictionary containing prepared sentences in various languages and emergency dressings in a field between his farm and the site of the crash. It must have been Ramsey who lost the box, because he was the only crew member who has been in this area.



Small dictionary and compass from an emergency box, probably lost by Ramsey in a field of farmer Jan Leenstra

When encountering the road in Noed (called “Spannenburgerdyk”) he turned left in S.W. direction and crossed the fields until he reached a farm, owned by Semplonius. It is hard to believe but legend has it that he was welcomed by members of the so-called “Grüne Polizei”, a German police force in occupied countries. In reality they were disguised Dutch underground people so he was safe for the time being and went into hiding on a farm in the neighbourhood, which one is unknown.

See appendix 5 for details of his trek.

He stayed there for about one week before the Germans made him prisoner, perhaps after a tip-off by an informer. He was transported to one of the prisoner of war camps for captured allied air force personnel, called Stalag Luft I, located in eastern Germany near the Polish border (later the German Democratic Republic of East Germany). He survived the camp, was liberated on April 30th 1945 by the Russians and airlifted to freedom. At the time of liberation the camp totalled around 9.000 prisoners of war, over 80% of them Americans.

In the meantime, quite a number of villagers of Sint Nicolaasga and Doniaga had come down to the site of the crash. Plumber Douwe Reekers and barber Siemen Bijlsma were among the first to arrive. Bijlsma inspected the wreck in the hope to find survivors but none was there. He was not halted by the Germans because they mistook his white barber outfit for a doctor’s coat. Many villagers took valuable parts from the aircraft as there was of course a big shortage of these materials during the war. Piet de Winter, neighbouring farmer of Zonderland took oil, leaking from the plane, to grease his farm machinery. Mostly loved was the material of the parachutes; it could be used very well for making female dresses and blouses. There even has been a bride in a marriage dress made of parachute nylon.

After Jeffries, McGaillard and Moon landed (probably S.E. of the rail road track) , they apparently got together and crossed the railroad tracks in southerly direction, crossed the road in Doniaga (called “Wielwei”), passed the farmyard of Auke de Jong and hid themselves in high reeds on the shore of an inlet (called “De Wiel”) of the “Tjeukemeer” lake.

Farmer Auke de Jong saw them running to their hiding. Shortly after the crash the Germans started hunting the missing Americans and searched all farms and houses in the area. Auke was threatened by the Germans and questioned at gunpoint where the Americans went, but told them the wrong direction. The three stayed in their hiding until it became dark and then started their journey.

See appendix 6 for details of their trek.

Why they went in northerly direction we don't know (both the present A6 express road through the lake and the A6 road in appendix 6 weren't there at that time).

They passed the village of Sint Nicolaasga on the southern side, had to cross an old canal called Oude Vaart and ended up in a hamlet called "Heide".

There they asked the van der Molen family for help. The van der Molens didn't speak English but knew a farmer living nearby, Jelle Folkerts Jellesma, who could, because he had stayed some time in the United States. They were brought to the Jellesma farm.

According to Ymkje Jellesma, his daughter, they got dry clothes but refused food as they feared to be poisoned. She also states that their uniforms were burned to avoid discovery.



The Jellesma farm

As the rumour of Americans staying at the Jellesma's spread fast it became dangerous for the family. Of course the escape of four Americans was big news in the area. They had been seen by many people and they knew the German search for them hadn't succeeded.

It was decided that the next morning they had to move on. Jelle Jellesma guided them to the village of Scharsterbrug, disguised as farmhands. In Scharsterbrug it was risky because they had to cross a bridge which was often guarded by German soldiers as it was a vital part in their movements. Apparently they met no problems there and after the bridge proceeded on their own.

After the war Jelle Jellesma received a charter, signed by General Dwight Eisenhower as a token of gratitude:



The bridge at Scharsterbrug which the three Americans had to cross, demolished by the Germans before the day before the liberation on April 16th 1945. Canadian infantry is utilizing a temporary bailey bridge.

From here there are doubts how they continued. Probably they followed the railroad tracks from the bridge to Joure because this offered the smallest chance of being discovered. They arrived at a road under construction near where now the roundabout has been realized in the road called “Scheen”. They then turned right and followed the sand bed of the new road under construction in easterly direction at the same place as where is now the A7 express road and continued passing the present roundabout called “Knooppunt Joure” until they arrived at the point where presently there is a gas station called De Horne at the right-hand side along the A7, about 2 km from the roundabout “Knooppunt Joure”.

The actual gas station wasn't there at that time but the Jelle Bakker farm was at that same spot. They saw the light of a paraffin lamp in the barn but didn't know of course if the farmer could be trusted. They decided that one of them would go ahead and whistle if the road was clear. Who did go ahead we don't know. It was early in the morning and the cows were being milked in the barn by the two single sons of Jelle, Hendrik and Jan.

They were frightened of course when a very wet and muddy man entered, soon to be followed by two others.

Both Hendrik and Jan didn't speak one word of English but they understood help was needed to keep them out of the hands of the Germans. The Americans were very lucky in meeting a family that could be trusted because by hiding allied soldiers they risked a death penalty. Hendrik and Jan decided that their parents should not be informed about this; the less people knew, the smaller the risks.

Wet and muddy clothes were exchanged for dry ones, bread and milk served. After that they were hidden in a haystack in the barn. Their whole trip from the site of the crash had been some 6 miles.

The other story is that they were brought in contact with Sjoerd Wiersma, a prominent member of the underground organisation in Joure, who guided them to the Bakker farm. Most probably this alternative is not true because the Bakkers state that the Americans came on their own without help. Wiersma was a very active man in the underground, organized hiding places for threatened persons and Jews and saved the lives of numerous people but wasn't active in helping allied soldiers. It is curious though that the Bakker family states that the Americans arrived in wet and muddy uniforms which were (partly) buried in the farmyard to avoid detection, while according to the Jellesma family the uniforms were burned at their farm. Perhaps they are both right and were the uniforms partly burned and buried. When they later left, Jan got a leather flying jacket (which he has worn for years) and Hendrik a leather cigar box as a token of gratitude.



The Bakker farm which was demolished later in 1964

That same day Jan Bakker went to the school head of the Christian school of the village Oudehaske, Siek Attema. They knew he could be trusted because two Jews were hidden in his school from the

Germans. Siek contacted the underground organisation at Heerenveen. They in turn mobilized veterinarian Hofkamp who contacted a well known men's clothes store called van der Kam at Heerenveen and arranged new clothes for the men.

Siek Attema's son Johan, attended a teacher training college and could communicate with the Americans. He often visited them for a talk and with him and veterinarian Hofkamp (who was member of the underground) the Americans discussed how to continue their escape.

How the Americans liked the Dutch war-time food we do not know, but we can safely assume that the typical Dutch farm food was not always in conformity with American customs and with the food they had in Thurleigh. During WW II food was reasonably easy to get in this region; especially farmers had more opportunities than others.

A problem though was to keep the supply of food a secret because next to the four members of the Bakker family they also had two Dutch refugees.

Luckily Jouke Bakker, a married brother of Hendrik and Jan and living nearby in Oudehaske assisted. Hidden beneath the straw or hay on a horse drawn wagon, he regularly brought pans with hot food. Sometimes Hendrik fetched food with a cart.

In the meantime the men moved within the farm. During daytime they lived in the haystack in the barn and they also had their meals there. At night they slept there also. Their hiding place was a very small cot in the loft behind the chimney which had been used in earlier times to smoke meat and bacon. It was so small that they had to stand upright there.

They had a fairly good lookout as the farm was situated about 500 yards from de road ("Jousterweg") in Oudehaske which was the main road between Heerenveen and Joure. There was always one person keeping watch.

At Heerenveen, some 5 miles away there was a notorious prison of the Germans where prisoners were tortured by members of their so called "Sicherheits Dienst", the secret German espionage branch. On top of that, in the nearby village of Haskerhorne, lived the local leader of a pro-German organisation of Dutch volunteers. They also formed a political party in the Netherlands which supported the Germans. The organisation got the nickname "Jan Hagel" because their armament consisted mainly of shotguns (Hagel meaning lead pellets). They assisted the Germans by making arrests, spying on people and carrying out identification checks. So the Bakkers had to be extra careful.

With Hendrik and Jan the Americans arranged the safety measure that in case of danger the person on watch would knock three times against the ceiling with a broom. That gave them sufficient time to reach their hiding place.

The Germans were still searching for the missing Americans and somehow suspected that the Bakker farm was a hide-out. One day they came along the drive with a number of cars. The warning system worked well and the Americans disappeared behind the smoking chimney. Father Jelle and sons Hendrik and Jan were put against the wall of the barn, the Germans threatening to kill them if they didn't tell where the Americans were. They denied knowing anything.

The whole farm was searched but nothing was found and the Germans departed empty handed. In the following weeks they came back another two times, one time even with tracker dogs, but the alarm system worked perfectly and they had no result.

Of course it was a tense time for the Bakkers as well as for the Americans. After many discussions it was decided that they would try to reach England via Portugal, a very risky plan.

As they had no identification papers the underground in Drachten was engaged to forge the necessary papers. It is somewhat curious as it appears from a document that Jeffries has been in Drachtster Compagnie (village near Drachten) and stayed on the farm of Mr. Foppe de Haan. His farm had the nickname "Terrorist House". Strangely McGaillard and Moon are not mentioned in the document. We also know that Reverend Eise Gerrit Buitenbos from Opeinde (village near Drachten) made portrait photos of Jeffries and Moon. Very probably to be used for forged identification papers but here again McGaillard is missing in this story.



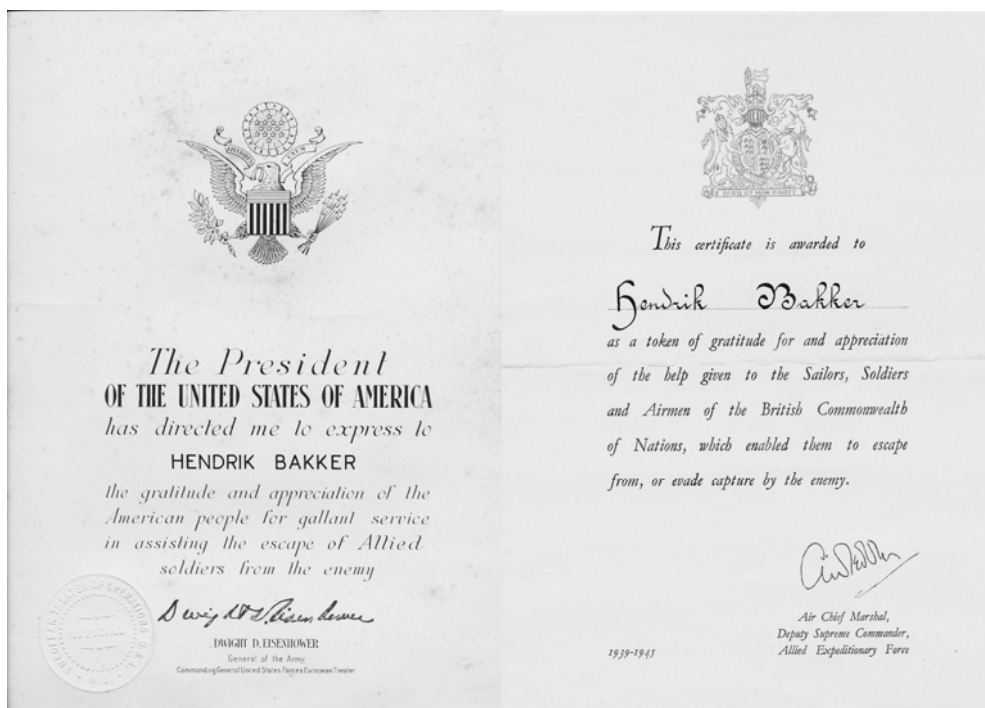
Pictures of Jeffries (left) and Moon (right) made by Reverend Buitenbos

In the meantime plans had been thought out to get the Americans on their way to Portugal. Veterinarian Hofkamp invented an ingenious plan. At regular times there were transports of cattle with tuberculosis from this region to Amsterdam; apparently the meat could be consumed but the cattle had to be slaughtered exclusively in a slaughterhouse in Amsterdam. The cattle were assembled in Heerenveen and put in a railway wagon. The tram stopped at intervals to load more cattle. The wagon concerned was very clearly marked being contagious. It was generally well known that Germans were very scared of infectious illnesses. Hofkamp arranged secrecy with the tram personnel and arranged that the tram stopped at a convenient point in Oudehaske. Jeffries, McGaillard and Moon entered the marked wagon together with the cows and began their journey.....

The tram went to the town of Lemmer via Joure, Scharsterbrug and Sint Nicolaasga and so they partly made the same track backwards as they had done on foot some weeks before. In Lemmer the wagon was put on the ferry to Amsterdam where the underground had been asked to give further assistance. We do not know why or how, but unfortunately all three were made prisoner by the Germans in or near Amsterdam; probably because of a passenger control. They had of course the big disadvantage that they did not speak one word of Dutch.

They also ended up in prisoner camp Stalag Luft 1, were liberated by the Russians and luckily came safely home.....

After the war Jan and Hendrik received an American and an English charter for helping allied soldiers.



In January 1946 Hendrik and Jan Bakker wrote a letter to the Headquarter of the Military Intelligence Service U.S. Army in which they asked if the three Americans had safely reached their destination. They never got an answer.

In this letter they also mentioned the making of portrait photos for the Netherlands and Belgium, that the Americans stayed with the Bakker family for two weeks (Ann mentions 22 days) and that the three departed in good spirits for their journey to Portugal.

After the war Johan Attema, the son of the school head has had a contact with John Moon but lost his address. Johan is not living anymore.

And so ended the thrilling adventures of four American airmen.....

Appendices:

1. Relevant pages from the squadron diary (f.e. where crew members are mentioned).
2. Copy of the original official report by the Dutch police to the Mayor and an English translation
3. Translation of the pages 209 and 210 from the book: "De Luchtoorlog boven Zuidwest-Friesland '40-'45" (The air war over South-West Friesland) by Jan J. van der Veer.
4. Pictures of the crashed Las Vegas Avenger; some I got from Michael, son of a German Company Commander who was stationed somewhere in this region.
5. Map of the site of the crash and the trek of Ramsey from the crash to his hiding-place
6. Map of the site of the crash and the trek of Jeffries, McGaillard and Moon to the Bakker farm in Haskerhorne.
7. Pictures of the present situation of the area of the crash.
8. Pictures of Ramsey's trek
9. Pictures of the trek of Jeffries, Moon and McGaillard.
10. MACR (Missing Air Crew Report) 1329 of March 1st 1943 ?? (date cannot be read clearly)

Suggestions to find more info:

1. About Stalag Luft 1:

- Go to Google and look for “evacuation of POW’s from Stalag Luft 1” and see 3 films about the coming homewards of POW’s
- For some photographs of Stalag Luft 1 www.303rdbga.com/pow-luke-luft1.html
- For names of villages, roads and lakes go to Google Maps, look up Sint Nicolaasga, Netherlands and it is all there.

Acknowledgements:

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Freark Ringnalda and Harry de Vries, members of the Historic Society in Joure

Henk Bakker, son of Jouke Bakker and grandson of Jelle Bakker.

Johan Kuiper, Opeinde

Rene Bosma, Bakkeveen

Michael, son of a German Company Commander

Joure, May 2013,

This report has been made with very much pleasure in honour of the airmen of the 306th Bombardment Group.

Jaap Halma

APPENDIX 1

Relevant pages from the 423rd Squadron Diary

423rd Squadron



Combat Diary

1942-45

306th Bomb Group

Squadron Diary

423rd BOMBARDMENT SQUADRON (H)

1942-45

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Key to ABBREVIATIONS

A/A or AA--Anti-Aircraft guns	Micro-H--Beam radar and H ₂ X air-
A/C--Aircraft	borne radar linked for bombing
A/D--Aerodrome	MPI--Mean point of bomb impact
A/F--Airfield	M/Y--Railroad marshalling yard
CAVU--Ceiling and visibility	Nickels--Propaganda leaflets
unlimited	dropped by bombers
CBW--Combat Wing	FFF--Airborne radar
E/A--Enemy aircraft	PRU--Photo reconnaissance unit
Gee-H--Bombing technique linked	S/E--Single engined aircraft
to navigational Gee Box	T/E--Twin engined aircraft
IP--Initial point of bomb run	
Mickey--H ₂ X radar for bombing	
and navigation	

APRIL

4

Early this morning we were briefed on a trip to Paris. Our target was the Renault plant on the banks of the Seine River. From the 306th, 30 planes took off and 27 reached and bombed the primary. The 423rd got eight ships off the ground, had no aborts, and all eight dropping their 48,000 pounds of bombs right square on the Renault works. The crews taking part were: Capts. Raymond J. Check, Robert W. Smith and Pervis Youree, and Lts. Warren George, James E. Hopkins, L. P. Johnson, Richard K. O'Hara and David A. Steele. Flak over the target was moderate and inaccurate, and no enemy fighters were met until we were on our way home. This failure on the part of the enemy to meet us on our way in may have been due to the feint we made over the Channel before making our run in. On the way out, however, we did have a bit of a go at it with FWs and MEs between the target area and Rouen, where we met for the first time our fighter escort of Spitfires.

In the course of the battle the following were credited with destroying E/A: T/Sgt. Leon L. Bamforth, S/Sgt. Billy J. Lamb and S/Sgt. George J. McClennan. The pictures later showed this to be one of the prettiest pieces of bombing done by the American air forces in this theatre. Damage estimates by intelligence experts report greater damage than had been done in the great RAF raid of March 1942.

We added to our numbers today a new crew, including Lts. Frank M. Kackstetter, pilot, Laek L. Robinson, copilot, and James S. Cheney, navigator, and Sgts. William S. Buchanan, Hendrick Kate, Arthur R. Adrian, Wayne J. Gray and Charles E. Randall. Promotions as of March 28 for Lts. Prue Blanchette, George Horner and Stanley Kisseberth to first lieutenant arrived.

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Another new crew to join the illustrious list of 423rd combat crew members: Lt. Thomas E. Logan, pilot, F/O Virgil H. Jeffries, copilot, Luther S. Pierce, navigator, and John B. Parker, bombardier; and Sgts. McGivney, Edward W. Kaczanowski, Taylor and Walter, and Pvts. Carl Shelley and Tony F. Mihelich.

DECORATIONS

Distinguished Flying Cross

Capt. Pervis Youree
Lt. Leroy Sugg

Purple Heart

Lt. Daniel Barberis
Stanley Kisseberth
Sgt. Roy H. Gibson
John H. Jessup
Hendrick Kate
Billy J. Lamb
Zygmund Warminski

Air Medal (first time)

**Lts. Daniel Barberis
Joseph Carvalho
James S. Cheney
Maurice W. Davis
Eugene Dornbrook
Thomas E. Logan
Robert McCallum
Arthur S. Morris
Luther Pierce
Marc F. Pitts
David A. Steele**

**Sgt. Arthur Adrian
William S. Buchanan
Peter Dascoulias
Archie Garrett
Wayne M. Gray
John H. Jessup
Robert G. Jones
Hendrick Kate
Milton A. McGivney
Tony F. Mihelich
Robert Myllykoski
Frank M. Porcelli
Carl Shelley
Robert L. Taylor
Zygmund Warminski
Eldo C. Weseloh**

26

The target for today was the fighter airdrome at Triqueville, France. Those participating from the 423rd were Capt. Raymond J. Check with Lt. Col. James W. Wilson, our former C.O., and Lts. Stephen W. Peck, Frank M. Kackstetter, Ralph W. Jones and Leroy Sugg. This was Check's 25th and final mission. Bombing results were unobserved due to a persistent and hard hitting attack by enemy fighters, who first came out of the sun about the time we dropped our bombs. In the very first attack, Capt. Check was hit by a 20mm shell and must have died instantly. Flares in the cockpit were also hit, and Col. Wilson was badly burned on the face and hands. Three other crew members were injured, and Lt. Lionel Drew, bombardier in the plane, seeing the flames in the cockpit, and hearing the bail-out bell, jumped out the nose hatch. Despite his painful burns, Col. Wilson was able to maintain control of the a/c until replaced by Lt. William P. Cassidy, Check's regular copilot, who had been flying as the right waist gunner on this memorable day. Maj. George Peck, a medical observer also flying in the a/c, did some rather heroic work on Col. Wilson, and the plane came back to its home base. Lt. Prue Blanchett was navigating on his 25th mission, as well. Lt. James S. Cheney, navigator on Lt. Kackstetter's crew, was credited with an ME 109 and S/Sgt. Arthur R. Adrian probably destroyed another.

JULY (con't)

17

The target today was to have been Hannover, but after going 50 miles into enemy territory we were all recalled. On the way out some 30 enemy fighters followed us to mid-Channel, and a few bursts of flak caused us no material damage. Lt. Stanley Stedt destroyed one FW 190. Those pilots who took part in the raid included Lts. Roy C. Kelley, Jack Harris, Stephen W. Peck, Frank M. Kackstetter, and F/Os Virgil Jeffries and Norman Armbrust.

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Today we made the longest battle trip we have ever taken, the target being the magnesium works at Heroya, Norway. Intelligence had learned that the great German development was just about to be completed and that this new plant was set to produce before the end of the month. Lt. Frank M. Kackstetter led the squadron, followed by Lts. Stephen W. Peck, Jack Harris, Wesley Courson and William P. Cassidy, and F/Os Virgil H. Jeffries and Norman Armbrust. Courson and Armbrust actually flew with the 92nd BG. It was a low level job, with our planes cruising at less than 2,000 feet all the way there and back, climbing only to bomb from 15,000 feet. There were about 15 AA guns at the target, and we saw 15 fighters in all, most of which came from Denmark. We all returned and that is a place we will not have to go back to again, for it is no more.

25

A new combat crew arrived today: Lts. John A. Jackson, pilot, Kieth W. Rich, copilot, Willard J. Clarida, navigator, and Mary, bombardier; and Sgts. Raymond J. Ristau, Sol D. Levine, Jerry Greenberg

26

The target today was the synthetic rubber plant at Hannover, Germany. We penetrated Germany proper deeper than we ever had before. Capt. Maurice Salada flying with Lt. Frank M. Kackstetter again led the group. Also in the formation were Lts. Jack Harris, William P. Cassidy, Stephen W. Peck, Wesley Courson, and F/Os Virgil H. Jeffries and Norman Armbrust. In spite of very heavy fighter and flak opposing us, we did a good job of bombing. Later photos showed smoke rising to 20,000 feet from the fires which were started. Both Armbrust and Courson were shot down by flak and fighters over the target area, our first losses in some time. Those who went down with Armbrust were: Lts. Lester M. Kramer, Charles L. Wallin and Robert J. Eliwood, and Sgts. Paul Milakovich, Nelson J. Huston, Robert L. Myllykoski, Louis A. Skinner, Peter Dascoulias and Brice R. Robison. Crew members in Courson's a/c were: Lts. Roy B. Bronson, Jr., Ted Grezlak and Henry J. Lynch, and Sgts. John G. Champion, William G. Dayton, Cedric A. White, Billy J. Lamb, Dock G. Thomas and Robert C. Stevens.

- 8 Another new crew: F/O James Sylvester and 2nd Lts. Woodrow S. El-
lerton, William H. Dickenson and Thomas R. McGalliard; S/Sgts.
Burl W. Ford, Jack D. Koetter, James S. Porter, Howard C. Turner,
Sgt. Richard G. Mowrer and Martin A. Mitozinka.
- 10 Today's new crew included Vernon K. Cole, Robert E. Partridge,
Charles R. Kuehn and Joseph T. Columbus, and S/Sgts. Robert D.
Folk and Robah Shields; Sgts. Charles A. Adams, Donald K. Rich-
ardson, Wallace A. Snedden, Donald C. Werner, Douglas G. Wright
and Pfc. Almond A. Weed. 2nd Lt. Richard B. Thompson, pilot,
joined the squadron today.
- 12 At last the weather seemed better than for the past two weeks,
and off the planes went for the synthetic oil plant at Gelsen-
kirchen, Germany. Lts. Frank M. Kackstetter, Charles E. Munger,
William P. Cassidy, George Reese and Martin Andrews, and F/O
Virgil Jeffries were the pilots. Col. Howard M. Turner, C.O.,
102nd CBW, rode with Lt. Kackstetter and saw stiff fighter opposi-
tion, as well as an almost solid wall of AA fire in the target
area. Lt. Kackstetter earned the Purple Heart for wounds caused
by splintered glass, when a 20mm shell plowed through the window
a few inches in front of the copilot, and then disappeared into
the instrument panel by Kackstetter. Over the target, an almost
solid layer of clouds made accurate bombing impossible, and the
eggs were laid on targets of opportunity. One probable FW 190
was awarded to 2nd Lt. Robert W. Huisinga.
- 15 Maj. Maurice Salada, with Lt. George Reese as deputy, led the
group in a dawn takeoff to bomb the aircraft factory at Brus-
sels. Lts. Charles E. Munger, Jack Lewis and William P. Cassidy,
and F/O Virgil Jeffries were the other pilots. Heavy clouds and
vapor trails prevented bombing the primary. Attack on the second-
ary, Flushing airport in Holland, was also marred by poor visi-
- 16 Our squadron contribution today was one ME 109 destroyed by S/Sgt.
Guido DiPietro, ball turret gunner of Lt. Bumpus' ship, and a
well-placed pattern of bombs that helped obliterate buildings and
hangars on LeBourget airdrome outside Paris, France. 423rd pilots
were: Lts. Frank M. Kackstetter, Charles E. Munger, George Reese,
William P. Cassidy, Jack L. Lewis and F/O Virgil Jeffries. All
agreed it was a "good show".
- 17 SCHWEINFURT, GERMANY - This is a "maximum effort" raid the boys
will long remember, more than six hours, four of them on oxygen;
500 miles into Germany; battered by fighters, coming in sometimes
twenty at one time; seventeen Forts seen going down by our group
alone; yet everyone of our a/c making it back to base. Clouds and
a partially effective smoke screen made bombing of the ball bearing
plant difficult. A few thousand-pounders hit the actual target and
some near misses presumably caused considerable blast damage.
T/Sgt. Wayne Gray, tail gunner in Lt. Frank M. Kackstetter's ship,
was credited with destruction of one FW 190. Pilots, in addition to
Lt. Kackstetter were, William P. Cassidy, Charles E. Munger, John
D. Jackson, George Reese, Jack M. Lewis and F/O Virgil Jeffries.
This mission certainly "seasoned" some of the less experienced com-
bat crew members--they are veterans now.

6

This was a bad day for the squadron. Lt. Martin Andrews' plane went down over Germany. Lt. Ralph Zimmerman, navigator for F/O Virgil Jeffries, was seriously wounded by flak. All planes were hit by flak, two being seriously damaged. To make matters worse, none of the groups dispatched was able to see the primary target, Stuttgart, due to 9/10ths cloud cover. The bombers were consequently dropped on the relatively unimportant town of Achern. It was a long trip to try without Tokio tanks. Two of our planes landed safely away from base, with actually only a few quarts of gasoline in the tanks. This was more fortunate than other squadrons, which lost one plane over France and cracked up another one on emergency landing, both due to fuel shortage. The loss of Lt. Andrews' crew was partly avenged when Lt. Walter Wick, bombardier for Lt. Frank M. Kackstetter's crew, destroyed an ME 109, and S/Sgt. Carl Shelley, flying with F/O Virgil Jeffries, destroyed an FW 190. The other pilots on this mission were Lts. Jack M. Lewis and Charles E. Munger, and F/O James Sylvester.

7

What a contrast with yesterday's tough mission! Hangars, dispersal areas, workshops and barracks on Flushing Airdrome were thoroughly plastered; fighter cover was swell; no one fired at a P-47, and the only "hot news" was: "No flak on the bombing run!" Due to yesterday's battle damage, the group flew only 12 ships, four from our squadron. These were piloted by Lts. George Baese, John D. Jackson and Charles E. Munger and F/O James Sylvester. Lt. Donald A. R. Teller, lead bombardier, turned in a good piece of headwork. On the bombing run, he noticed that the preceding group over the target had pretty well covered the aiming point, so instead of dumping our bombs in the same place, he moved his aiming point further along the side of the field, thereby blasting other buildings.

This day, Lts. Degland Kenealy, James Venable and Henderson Knight were promoted to captains, as of August 28; 1st Lt. Frank M. Kackstetter to captain as of August 29th, and F/O Virgil Jeffries received his commission as a 2nd Lt.

SEPTEMBER (con't)

target, specifically the airfield there. Due to either slight haze or the luck of the game, the entire group dropped its bombs on a dummy airfield about three miles from the real one, and came back cussing. Pilots were: Lts. Jack M. Lewis, Charles E. Munger, Virgil H. Jeffries, John D. Jackson, Vernon Cole and F/O James Sylvester.

OCTOBER

- 1 2nd Lt. Walter Wick was promoted to 1st Lt.
- 2 Today's raid on Emden with anticipated—and actual—10/10ths cloud cover at the target, was the second experiment by the group in bombing on PFF. This time the results were good, according to later PRU reports. No fighter opposition was met; flak was meager and inaccurate, probably because visual aiming was not possible. The group lead was Capt. Frank M. Kackstetter. Col. George L. Robinson, group C.O., also was in the cockpit. Lts. John H. Lewis, Virgil H. Jeffries, John D. Jackson, Vernon Cole and Eugene Bumpus were the other pilots. This was the 25th mission for 1st Lt. Arthur D. Morris and T/Sgt. William R. Buchanan. 2nd Lt. Hubert R. Jones was assigned to the squadron as an ordnance officer.
- 4 We flew low squadron on the Frankfurt raid today. Although clear weather gave our bombardiers a fine view of the target the entire group dropped short. However, following group walked their bombs across the target. With superb cover by P-47s and Spitfires, no E/A attacked until our formation was left unescorted; then for 40 minutes our high squadron bore the brunt of the attacks, the 423rd having few direct attacks. S/Sgt. Adrien N. Wright of Lt. Vernon Cole's crew was allowed one "damaged". All 423rd planes sustained slight battle damage. S/Sgt. Robert L. Taylor complete his 25th mission. Also included among the pilots were Lts. Jack M. Lewis, Charles E. Munger, Virgil Jeffries, John D. Jackson and Robert McCallum.
- 10 With the 92nd Bomb Group leading the 40th CBW, we took off for Munster. For unexplained reasons, the 92nd let its bombs go over Coesfeld. This group followed suit, but with only 10 seconds for aiming, our bombs were a bit short, although the 92nd did a good job on the center of town. Lt. George Reese led our squadron, with Lts. Kenneth Bickett, Charles E. Munger, Virgil Jeffries and Robert McCallum. Lt. Jeffries was promoted to 1st Lt., effective 6 Oct. S/Sgt. Wayne W. Hart honorably discharged to accept a commission as a 2nd Lt.
- 11 2nd Lt. Chester Mayakis and F/O James Sylvester relieved from duty with this organization
- 12 2nd Lts. Arthur G. Moseley, Homer D. Fitzer, pilots, and Henry H. Farmer, bombardier, joined the squadron today.
- 14 Schweinfurt again! In the cold afternoon wind, little bunches of men peered anxiously at the low, grey clouds. Our planes are five minutes overdue—here they come now, five of them! Red flares pop up. The meat wagons dash past. Watchers turn to pick the other planes expected. The roar of engines approaches; these must be

OCTOBER (con't)

ours; no, they pass on; and the clusters of watching figures grow more intense. From the first plane to land trickles back the words: "Those G---D--- rockets. They'd hit a plane and it would just disappear--it's blowing up all around--never saw so many fighters in my life, the sky was saturated with them." As the crews came in their faces were drawn, not just from weariness but because friends had gone down in flames in front of their eyes, not one or two but many; because Jerry had thrown so many planes at them they had been bewildered; because--well, what answer could they find to this kind of stuff on the next raid, perhaps tomorrow? The group lost 10 aircraft. From our squadron Lts. John D. Jackson, Robert McCallum, Vernon Cole and their crews did not return; Jeffries had three wounded on his ship: S/Sgts. George Michaely and William L. Threatt, Jr., and T/Sgt. James S. Porter. That is the bad side.

Here is the good side. At the briefing this message from Gen. Frederick Anderson had been read to the crews: "This air operation today is the most important air operation yet conducted in this war. The target must be destroyed. It is of vital importance to the enemy. Your friends and comrades that have been lost and that will be lost today are depending on you. Their sacrifice must not be in vain. Good luck, good shooting and good bombing."

The target was destroyed. Their sacrifice was not in vain. Tanks, submarines, airplanes and guns, but by the score or hundred, will not roll from enemy factories because more than half of German's ball bearing production was destroyed by this raid. T/Sgt. Henry Cordery was allowed one enemy A/C damaged. Lts. Virgil Jeffries, Charles E. Munger and Kenneth Bickett were the other 423rd pilots. S/Sgt. John Jessup finished his 25th mission.

Capt. James S. Cheney, squadron navigator, was assigned to Hq, 306th Bomb Group, to become the group navigator.

17 S/Sgt. Charles T. Schroeder joined the squadron.

19 Moving Day! The orderly room was spirited from its old quarters near Hangar #1 and installed in the CQ hut on Site 1. Operations expanded into the evacuated quarters. So now Major Maurice Salada has room to get in the door even when the pilots are there "getting their instructions."

20 Another Pathfinder mission. Towering cumulus, 10/10ths, ahead of the formation beyond the French coast caused the group to turn back without bombing, especially as the load was incendiaries which could not be sprayed indiscriminately at targets in occupied territory. Only three pilots flew from this squadron: Lts. Virgil Jeffries, Kenneth Bickett and Richard Thompson.

NOVEMBER

- 1 2nd Lt. David C. Cook was transferred to the 482nd Bomb Group. Combat men assigned to the Squadron were: Lts. Geno DiBetta, Earl J. Wolf, Jr., Frank L. Ramsey and Paul C. Coad; Sgts. Fortunato V. Chiccarelli, William C. Hewitt, Guy Golden, Ray W. Rougier, Leonard Bergeron and M. D. Heavin.
- 3 A Pathfinder mission against the U-boat building yards at Wilhelmshaven, with the target completely covered by clouds, resulted (as later PRU photos showed) in scattered hits on the objective. Each time enemy fighters tried to poke their noses above the undercast, P-47s and P-38s pounced and drove them down again. Probably due to our Forts being invisible from the ground, AA fire was not accurate. Capt. Frank M. Kackstetter and Lts. Charles E. Munger, Virgil Jeffries, Kenneth Bickett and Norwood Garrett were the pilots, while another complete crew with, Lt. Glenn D. Arrison as copilot, flew with James Opdyke of the 369th. T/Sgt. Wayne Gray and S/Sgt. Carl Shelley completed 25 missions.
- 4 2nd Lts. Willard Clarida, William H. Dickenson, Robert B. Eckles, Wilborn B. Rucker, Woodrow S. Ellerton, Leon Feldman, Thomas R. McGalliard and Richard B. Thompson were promoted to 1st Lts.
- 5 A Pathfinder mission to Gelsenkirchen, Germany, was today's work. Until the enemy coast, we were flying on top of a 10/10ths undercast; then it cleared away at the coast, giving unobstructed view of the target, except for smoke screen and haze. Lt. Charles E. Munger and Lt. Virgil Jeffries were the only crews from this squadron that went all the way, as three of our planes were flying as spares, and turned back when they were not needed. Fighter support was superlative.
- 25 Capt. Frank M. Kackstetter flew with nine other planes from the group on a four-hour Air-Sea rescue search over the North Sea, flying at 300 to 500 feet. Nothing was seen or reported of lost planes.
- 26 With 9/10ths clouds over the target, reaching as high as 25,000 feet, we bombed Bremen from 29,000 feet using PFF techniques. Capt. George Reese, and Lts. J. P. Toombs, Elmer Heap, Charles E. Munger, Richard B. Thompson and Virgil H. Jeffries were the pilots. Lt. Jeffries was last seen going down under control about 40 miles west of the target, after peeling off from the formation and lowering his wheels. Fighter attacks on this squadron were not severe, although other formations were vigorously attacked. Some rockets were used by enemy planes; we defended against these by spreading our formation. Other members of Lt. Jeffries' crew were: 1st Lts. Thomas R. McGalliard and John H. Moon; 2nd Lt Frank L. Ramsey; T/Sgts. James S. Porter and Richard G. Mowrer; S/Sgts. Arthur R. Adrian, Harold M. Owen, Henry A. Steelsmith and William L. Threatt, Jr.

APPENDIX 2:

Official Dutch police report in Dutch and English translation.

MARECHAUSSEE GEWEST GRONINGEN/
Post Sint-Nicolaasga
Groep Lemmer

Aan den Heer Burgemeester
van de Gemeente Doniawerstal

ONDERWERP
Neergekomen Vliegtuig.

Ondergeteekende, Harm Wagenaar, Opperwachtmeester Best-
commandant der Marechaussee, behoorende tot opgemelde Groep,
heeft de eer U-Ed. Achtb. Heer het navolgende te rapporteeren:
))))

Op Vrijdag den zes en twintigsten November 1900 drie
en veertig, te omstreeks 12,40 uur, terwijl ik mij op surveil-
lance bevond onder behoor van het dorp Sint-Nicolaasga, werd
op dat tijdstip door mij relatant een luchtgevecht waargeno-
men in de nabijheid van genoemd dorp, wat tengevolge had, dat
ongeveer 1 K.M. ten westen van bedoeld dorp Sint-Nicolaasga,
gemeente Doniawerstal, in een stuk weiland onder behoor van
het dorp Doniaga, gemeente Doniawerstal, een viermotorige
Amerikaansche bommenwerper naar omlaag stortte. Tegelijker-
tijd werd door mij waargenomen, dat er vier parachutisten
naar omlaag kwamen.

Ik heb mij toen direct derwaarts begeven en heb toen
in een ander stuk weiland, ongeveer een K.M. ten westen van
het neergekomen vliegtuig verwijderd, twee Amerikaansche
vliegers aangehouden, welke van bedoeld vliegtuig afkomstig
waren. Deze vliegers zijn door mij een oogenblik na aanhou-
ding overgegeven aan de Duitsche weermacht, welke inmiddels
ook ter plaatse waren gearriveerd.


Na gedaan onderzoek bij het neegekomen vliegtuig, bleek
mij, dat dit was gekenmerkt H. 32600.

Verder werd geconstateerd, dat er twee lijken, waarvan een in
het staartstuk van het vliegtuig en een in de sloot bij het
vliegtuig lagen. Na bekomen inlichtingen van een aldaar aan-
wezige Onderluitenant van de Duitsche weermacht, bleek dat
er vier doode personen in of bij het vliegtuig bevonden.

Het neergekomen vliegtuig heeft bij het neerkomen geen
schade berekkend. Het luchtgevecht heeft p/m tien minuten ge-
duurd. Door de Duitsche weermacht is toen de dienst bij het
vliegtuig van ons overgenomen, welk tevens op zoek zijn ge-
gaan naar de vermoedelijke twee zoek geraakte parachutisten

Waarvan door mij op afgelegden ambtseed is opgemaakt
dit rapport, geteekend en gesloten op Vrijdag 26 November
1943.

de Opperwachtmeester,



Translation of the official report of the Dutch police regarding the crash of the “Las Vegas Avenger” B-17 Flying Fortress 42-30603 on November 26th 1943 near Sint Nicolaasga:

Police Region Groningen
Station Sint Nicolaasga
Sub Region Lemmer

To the Mayor of the
County Doniawerstal 1)

Subject: Crashed Airplane

The undersigned, Harm Wagenaar, sergeant-major, commander of this sub-region of the police, has the honor to report to you the following:

On Friday the 26th of November 1943, around 12.40 P.M., while I was on patrol in the vicinity of the village of Sint Nicolaasga, I was observing an air fight in this area resulting in the crash of a four-engined American bomber in a field in the vicinity of the hamlet Doniaga, County Doniawerstal, about 1 km west of the village of Sint Nicolaasga. At the same time I observed four parachutes coming down.

I immediately went to the site of the crash and arrested two American crew members of the airplane in another field, about 1 km west of the crashed airplane. Very shortly after the arrest I have handed them over to members of the German Army, which had arrived in the meantime.

Inspection of the crashed airplane revealed that it was marked H.32600.

Further inspection led to the conclusion that there were two bodies, of which one in the tail compartment and another in the ditch near the airplane. A German sub-lieutenant informed me that that were a total of four dead persons in and near the aircraft.

The crashed plane didn't cause any collateral damage. The air fight lasted about ten minutes. The German Army took over the guarding of the aircraft from us and also went looking for the other two parachuted missing crew members.

I drew up this official report, signed and closed it on Friday, the 26th of November 1943.

The sergeant-major,
H. Wagenaar

Remarks of the translator:

- Not four but very likely six parachutes have come down
- The mentioned aircraft markings H.32600 are wrong

APPENDIX 3:

Translation of the pages 209-210 from the book: “De Luchtoorlog boven Zuidwest Friesland” by Jan J. van der Veer.

A curious landing

On November 26th 1943 the Americans carried out a record raid to Bremen. The first formations passed SW Friesland around 11.20 a.m., after that numerous Flying Fortresses and Liberators, Lightnings and Thunderbolts passed in easterly direction.

The last aircraft had hardly passed towards Germany as the first ones already returned. They were welcomed by allied fighters and together they went on to their bases in England.

It was a beautiful sight, these 400 to 500 aircraft. They were very hard to count, they came in swarms.

Three German fighters flew very low over the trees of the Trophornsterweg (note from Jaap: in the hamlet of Harich, some 10 miles from Sint Nicolaasga where van der Veen watched them). We expected them to flee the Allied formations but it wasn't the case as around 1.00 p.m. they shot down a Flying Fortress on its way to England.

It happened over Sint Nicolaasga. The Fortress left the formation, descended slowly, attacked by five or six German fighters, firing continuously. The American aircraft made his its last journey, but it still defended itself.

The crew began to leave the plane. One parachute after another opened itself against the blue air with white clouds. The German fighters began firing at the men hanging on their parachutes. The aircraft came lower and it seemed that it would crash on the elementary school of Noed (hamlet near Sint Nicolaasga), but it changed its course, turned and disappeared behind the trees between Sint Nicolaasga and Doniaga.

A truck driver with milk, on its round from Idskenhuizen to the factory at Scharsterbrug, saw the final act of this drama. He hadn't noticed the air battle but at some moment the noise of the firing drowned the noise of his truck. He stopped, left the vehicle and saw the four engined bomber above his head. Four fighters swarmed the aircraft and hit it where they could. But what impressed him most was the fact that the American plane – flying very low and so slow that it seemed it was going to fall from the air – was still firing back. A few very brave men in the Fortress were selling their lives dearly. The driver could easily see that the aircraft was American. An enormous, silver coloured machine with a very big tail rudder and the American star on the underside of the starboard wing and on the body.

Very slowly the plane neared the ground, it skimmed the fields....., the starboard wing touched the ground and broke off. Now the body touched the ground and also the port wing broke off. The wingless body still skidded a distance and then stopped. An unbelievable sight.

And then the most incredible happened: a hatch was opened; two men jumped out and ran away! Probably they were the pilot and the flight engineer. An extra ordinary feat!

Unfortunately not all ten crew members survived. Four were killed, Adrian, Mower (note Jaap: should be spelled Mowrer), Steelsmith and Owens (note Jaap: should be Owen). The other six were taken prisoner and as far as we know survived their imprisonment. We do not

know their names. Among them were the two “who rode her to the ground” and that were real men. The truck driver and his mate were very much of the same opinion and we are too.

The Flying Fortress belonged to the 306th Bomb Group and was stationed at the oldest airbase for Flying Fortresses in England, Thurleigh near Bedford.

General remarks Jaap:

This book was written before 1980 and in the third printing in 1980 several corrections and supplements were added by van der Veer, including one that contradicts the firing of the Germans at the parachuting men.

The writing suggests that van der Veer personally saw the plane coming down but at that time he lived somewhere else.

As we know all it is not true that all surviving six men were taken prisoner.

APPENDIX 3:

Pictures of the crashed “Las Vegas Avenger”



Tail of the aircraft with a German soldier. In front the starboard wing. The number 230603 as well as the capital H can clearly be seen.



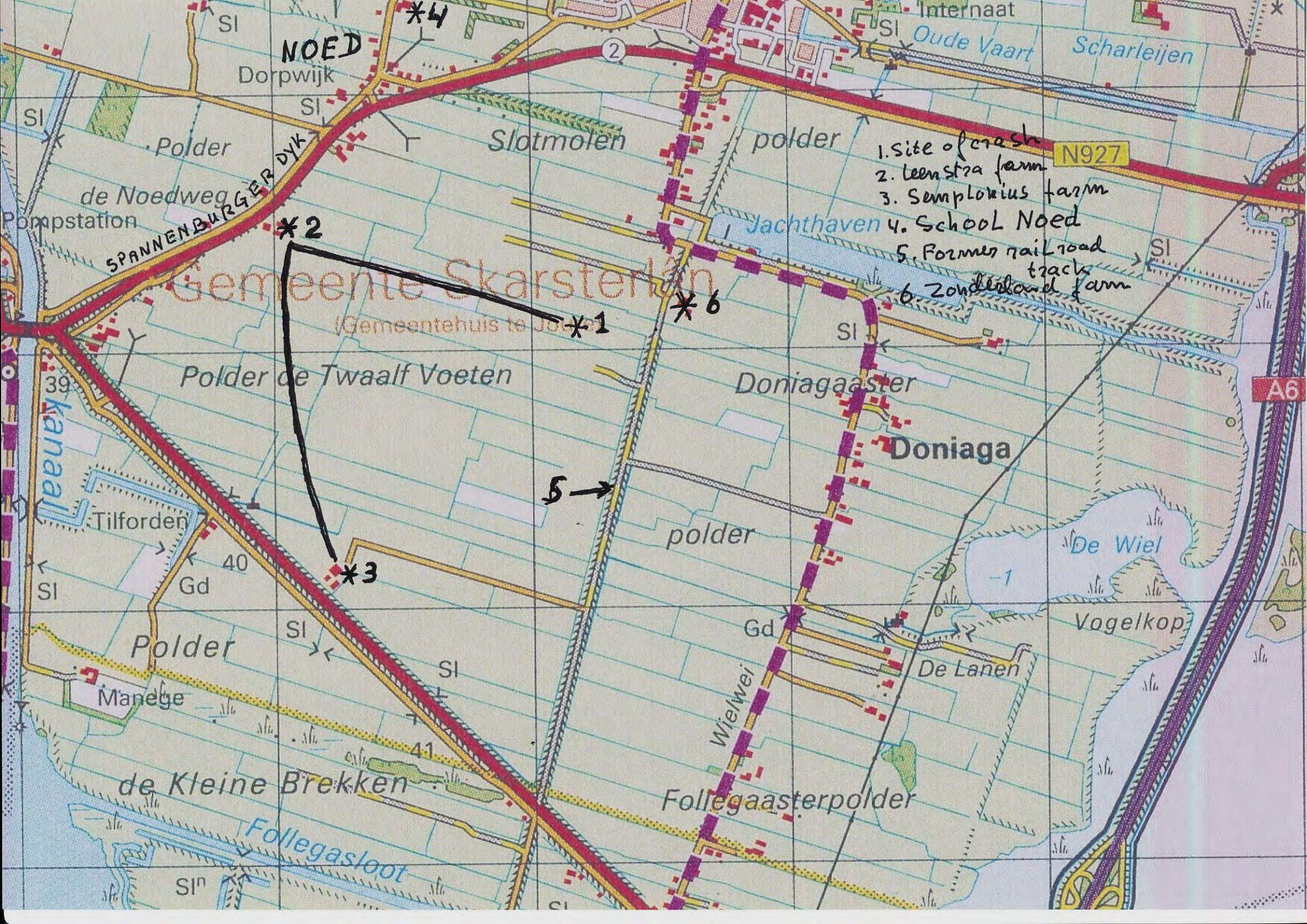
In front probably a German officer



Wreck with German soldiers inspecting it. In the centre the cockpit, under the window the words Vegas Avenger can be seen.



More German soldiers inspecting the wreck



NOED

Dorpswijk

SI
Pompstation

de Noedweg
SPANNENBURGER DYK

Slotmolen

polder

- 1. site of crash
- 2. Leenstra farm
- 3. Semplokius farm
- 4. School Noed
- 5. Former railroad tracks
- 6. Zonderland farm

N927

Gemeente Skarsterlân

(Gemeentehuis te Jo...

Polder de Twaalf Voeten

Doniagaaster

Doniaga

5 →

polder

De Wiel

Vogelkop

Polder

Gd

De Lanen

Manege

Wielwei

Follegaasterpolder

de Kleine Brekken

Follegasloot

SI



8. Auke de Jong farm
9. Zonderland farm

1. Site of crash
2. Hiding in reeds
3. Jellesma farm
4. Bridge Scharsterbrug
5. Bakker farm
6. Former railroad track
7. School Noed

APPENDIX 7: **Pictures site of the crash**



The former railroad track, now a farmers road, seen in SW direction. Left the Zonderland farm. The darker field at right is the crash site.



The same rail road track, now seen in the opposite NE direction. At left a new farm, at right the Zonderland farm with the church tower of Sint Nicolaasga. The crash site is behind the left farm opposite the brown heap at right but then on the other side of the track.



The field of the crash, seen in NW direction, now ploughed for corn. Far in the background in the middle the Leenstra farm.



The same field with telelens. The green buildings are part of the Leenstra farm.

APPENDIX 8: Pictures of Ramsey's track



The farm of Jan Leenstra at the Spannenburgerdyk, about $\frac{3}{4}$ mile from the crash site in NW direction. At left the church-tower of Sint Nicolaasga. The emergency kit was found at the right-hand side of the picture.



The farm of Jan Leenstra. Left of the barn in the distance the farm of Semplonius at about $\frac{1}{2}$ mile distance at the Strjitwei.



The front side of the farm of Semplonius at the Strjitwei.



The Semplonius farm, in the background with a red roof the Leenstra farm.



At left the Semplonius farm; the big green barn is part of the Leenstra farm. The road is called the Strjitwei.

APPENDIX 9: Pictures of the track of Jeffries, Moon and McGillard



Farms of Auke de Jong and Doede Landman seen in S.E. direction from the former railroad track at a distance of about 3/4 mile. The site of the crash was at the back of the photographer.



The same two farms as in the previous picture, now with a telelens. The three men crossed the farmyard and hid in the reeds of an inlet of the Tjeukemeer Lake about 1/4 mile behind the farms.



The farms of Auke de Jong and Doede Landman. The road is called Wielwei.



Present farm Jelle Folkerts Jellesma, Heide 18, Sint Nicolaasga



Front of the farmhouse of Jellesma; at left in the background the former house of the Holtrop family



The house of the Holtrop family.



The farm of Jelle Bakker in Haskerhorne. The living quarters are at the front, the bars in the back. This is a good example of a typical Frisian farmhouse.

APPENDIX 11:

Missing Air Crew Report 1329

Pages 1- 7:



MACR 1329 - A.rar

Pages 8- 14:



MACR 1329 - B.rar