

2337

~~CONFIDENTIAL~~

~~Classification changed
by E. A. BRADONIA, Lt. Col., AG
by P. M. BUNNICH, Capt., AG
Date 12-5-1948~~

~~CONFIDENTIAL~~

23375x
355TH FIGHTER SQUADRON
354TH FIGHTER GROUP
STATION 150, APO # 638

9 FEBRUARY 1944

STATEMENT

THE LEFT WING TANK OF LT. JOSEPH M. KREB'S, JR. SHIP FELL OFF WHILE HE WAS SITTING IN HIS SHIP WITH ENGINE IDLING AND WAITING FOR OTHER SHIPS OF THE GROUP TO TAKE OFF. MECHANICS CAME OVER AND PUT ON ANOTHER ONE, UNDER HIS SUPERVISION, AND HE TOOK OFF AT 10:13---- EIGHT MINUTES LATE.

THIS WAS THE LAST WE SAW OF HIM OR HEARD FROM HIM.

Frederick H. Nelsen
FREDERICK H. NELSEN,
1ST LT., AIR CORPS,
INTELLIGENCE OFFICER.

MAR
23 37

S. 5006 Feb. 8, 1944 Mustang

Krebs Joseph Michael, 2nd Lt.

born Feb. 14, 1921

Unit No: 8-744 717

3rd Lt. prisoner

CASUALTY QUESTIONNAIRE

2337

1. Your name JOSEPH M. KREBS Jr. Rank 1st Lt. Serial No. 0-744717
2. Organization 354 FTRGp Commander K. MARTIN Rank COL. Sqn COG. RICKEL Rank LT. COL.
(full name) (full name)
3. What year 1944 month FEB. day 8 did you go down?
4. What was the mission, Alt. Escort, target, Frankfurt, Ger., target time, Approx. 1000, altitude, 35,000 Ft. route scheduled, Pick up big friends 10min. of TAP, acute flow APPROX 15min of target with P-47's.
5. Where were you when you left formation? So. central Germany.
6. Did you bail out? Yes
7. Did other members of crew bail out? No crew in P51 type aircraft.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge".
9. Where did your aircraft strike the ground? Is. of Jersey shore in mine field.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) No crew.
11. Where were they in aircraft? No crew.
12. What was their condition? -----
13. When, where, and in what condition did you last see any members not already described above? ***** *****
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. I was in two sep. engagements protecting B-17s. I have no knowledge of what happened to them. One had Eng. on fire from 109's, after engagement did not see B17. Believe this plane went down in N E France. (2.) Tried to help another B17 they had no radio, but everything seemed OK, when they bailed out, I counted NINE chutes. They bailed at 3000 ft. over what looked like very worthless country near water of the Cherbourg pen. IT may have been the Brest area but I hardly think so as it was'nt to long, when I bailed over the island of Jersey.

(Any additional information may be written on the back)

(OVER)

While in prison on Ch. Is. of Jersey, I was told of a B-26 crew that bailed out of their plane over this island. Told that no crew members survived. I believe that the crew was shot while coming down in their chutes, as that is what happened when I was in my chute. Also the German's buried this crew in the early morning before the English civilians were allowed on the streets.

Further details on above mention B-26 crew can be had by contacting ; Miss Belza Turner
Le Bourg Farm
Channel Island, Jersey

Miss Turner is now in the service of the Canadian or British Govt. in England, she is trustworthy, and dependable.

JOSEPH M. KREBS Jr.
1ST. LT. A/C

MAR 6 1946

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2337-1

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

MISSING AIR CREW REPORT

Classification changed
to ~~CONFIDENTIAL~~
by W. A. [unclear], Lt. Col., AG
by P. M. [unclear], Capt., AG
Date 22 Feb 1945

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

1. ORGANIZATION: Location: AAF Station 150 UK; Command or Air Force IX ASC 9th; AF Group 354th Ftr Gp; Squadron 355th F Sq Detachment None.
2. SPECIFY: Point of Departure AAF Station 150 UK; Course 117; Intended Destination AAF Station 150 UK; Type of Mission Target Support
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Visibility unlimited, broken cumulus 6/10 N. Sea to 9/10 over target 18,000 3/10 to *
4. GIVE: (a) Date 8 Feb 1944; Time 1013; Location AAF Station 150 U.K. of last known whereabouts of missing airplane.
(b) Specify whether (x) Last Sighted; () Last contacted by radio; () Forced Down; () Seen to Crash; or () Information not available.
5. AIRPLANE WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one () Enemy Airplane; () Enemy Anti-Aircraft; (x) Other Circumstances as follows: Unknown, Pilot took off from Base and never again sighted or heard of.
6. AIRPLANE: Type, Model and Series P-51B-1A; A.A.F. Serial Number 43-12152
7. ENGINES: Type, Model and Series V-1650-3; A.A.F. Serial Number (A) 43-49386
(b) _____ (c) _____ (d) _____
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) Make Browning Machine Type AC M-2 Serial No 566134
(b) Make Gun Calibre 50 Type " " Serial No 867621
(c) Make " " Type " " Serial No 867643
(d) Make " " Type " " Serial No 867862
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty Unknown
(b) Non-Battle Casualty Unknown
10. NUMBER OF PERSONS ABOARD AIRPLANE: Crew 1; Passengers 0; Total 1
(Starting with pilot, furnish the following particulars; if more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form).

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1. Pilot:	<u>Krebs, Joseph Michael Jr</u>	<u>2nd Lt AC</u>	<u>0-744717</u>
2.	<u>(No other persons)</u>		
3.			

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRPLANE, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
<u>Nelson, Frederick H</u>	<u>1st Lt</u>	<u>0-569558</u>		<u>XXX</u>		
<u>Bielanin, Jack R</u>	<u>2nd Lt</u>	<u>0-2044699</u>		<u>XX</u>		
3.						

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Unknown; (b) Persons were seen walking away from scene of crash No; or (c) Any other reason (Specify) None


* 4/10 Cirrus 20,000 over target

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13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRPLANE WAS LAST SEEN. **Extract of Flying Control Log.**
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRPLANE. **Statements of Lt's Nelson and Bielanin.**
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE. **No search conducted**

Date of report: 10 Feb 1944


WALLACE P. MACE,
Lt. Colonel, Air Corps,
Executive Officer.

(Signature of Preparing Officer)

4 Incls:

- Incl 1 - Statement, Lt Nelson
- Incl 2 - Statement Lt Bielanin.
- Incl 3 - Extract Flying Control Log.
- Incl 4 - Copy, Operational Line UP.

MAR 10 10AM



RECEIVED
Air A.G.

DO NOT WRITE
ON THIS SIDE
RECEIVED
MAR 10 1944

2337-2

FLYING CONTROL SECTION
AAF STATION 150, APO 638
U.S. ARMY

9 February, 1944

SUBJECT: Late take-off of GQ-B, Vinepress 55.

TO : W/O Sprouse, 354th Fighter Group, AAF Sta. 150, APO 638.

1. On February 8, 1944 the briefing was held at 0830 which I, the undersigned, attended. The line-up as handed to control officer upon completion of briefing showed that GQ-B, Vinepress 55, was scheduled to be the squadron channel "C" Ship and was to fly with the "Red" flight section.

2. At take-off GQ-B, Vinepress 55 did not scramble with squadron or group.

3. Eight minutes after take-off of group GQ-B, Vinepress 55 taxied out and scrambled on runway #34.

4. Flying Control had not been advised of cancellation of this plane by the squadron. (355th F.S.)

Jack R. Bielamin
JACK R. BIELANIN,
2nd Lieut., AC.
Flying Control Officer.

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FLYING CONTROL SECTION
AAF STATION 150, APO 638
U.S. ARMY

9 February, 1944

EXTRACT

SUBJECT: Actual airborne and landing times of the 355th Fighter Squadron as logged by Flying Control, for operational mission, 8 February, 1944.

TO : W/O Sprouse, 354th Fighter Group, AAF Sta. 150, APO 638.

	VINEPRESS (Sq. C/S)	AIRBORNE	LANDING
RED	GQ-51 L	1000	1345
	" -70 R	No Take-off	
	" -56 G	1001	1345
	" -55 B Chan. "C"	No Take-off	Not Back (*1013)
WHITE	GQ-63 W	1001	1351
	" -64 Y	1001	1351
	" -61 K	1002	1356
	" -65 J	1002	1357
BLUE	GQ-35 V	1002	1336
	" -71 S	1002	1136
	" -47 H	1002	1336
	" -50 M	1002	1336
GREEN	GQ-48 D	1002	1349
	" -39 U	1003	1156
	" -62 I	1003	1023
	" -37 O	1003	Not Back
	GQ-42 N Spares	1003	1359
	" -46 Z "	1003	Not Back
	" -52 Q "	1003	1108

* Represents actual take-off time.

I certify this to be a "True Copy" as extracted from Flying Controls secret mission file.

Edward P. Elliott
EDWARD P. ELLIOTT,
1st Lieut., AC.
Senior F.C.O.

SECRET

17. 17. - [illegible]

18. 18. - [illegible]

19. [illegible] is deeply placed in the wet soil and is heavily [illegible].

signed [illegible]

[illegible] of [illegible]

signature illegible, [illegible]

[illegible] of [illegible]