TO:

Dale Barnes Lowell Hasler Ted Kusler

Dear Fellows:

I thought you might like to hear some voices from the past. I have agonized over the years on the "what ifs" and the "if onlys". Also what happened in the back of the plane those last few minutes.

Every plane and crew that was lost in the war has an official report, taken from witnesses (last minute) and survivors. By writing to the National Archives and for a fee you can receive an MACR (missing aircraft report). I did this, not that we would learn anything new, but out of curiosity. To me, it raised more questions than it answered.

On the official briefing report there are errors, but it does tell us the name of the 10th crew member. His name was Hendrickson. As you will see later, he was wounded, but did bail out. Also on the report is the fact that the stabilizer and left rudders were shot away, which confirms what I thought I had been told in the POW camp from a prisoner who saw us go down. Of course the biggest error is that nine chutes were seen. You will notice one of the reporting officers is a Captain Kelley. He is one of the few people I remember in the 384th. He was the pilot of one of the lead crews in the 546th squadron. He was probably leading our squadron that day.

Now for the unanswered questions. There is a Casualty Questionaire filled out by Roleri with his subsequent statement. Also, a single paragraph by Hendrickson. There were questionaires with Patterson's, Lendoira's, and Lopez's names, but were completely blank.

Roleri's questionaire along with his and Hendrickson's statements would have to have been taken at Camp Lucky Strike.

My question is why were there questionaires from the enlisted men and none from the officers. I was never questioned as to what happened. I was real disappointed that Hendrickson did not give some indication as to what happened in the waist. He was wounded and bailed out, but was also the last one to see the other fellows. I cannot understand part of Roleri's statement where he says he was taken to a jail where the pilot, co-pilot, bombardier, assist. radio man, and assist. engineer were. I only remember Dale, Lowell, Roleri and myself being there. I don't remember McGettigan and Hendrickson being there, but then we were all in shock at the time. I remember Roleri being all shot up and kept asking us to loosen his bandages. Maybe Dale's and Lowell's memory is better than mine.

Your evaluation of this information is as good as mine and it does bring back memories. The MACR they send you is all on microfilm so it has to be taken to a machine to be able to read it. There were reports of other crews lost that day, but no report of the other plane the 384th lost that day and was never heard from. The planes

mentioned were from the 303rd Group which was in our wing. One plane just blew up.

While this information may not be revealing, I hope you will find it interesting. I have talked to both Lowell and Ted since the reunion, and all seems to be normal. Nothing new here other than we are in our sixth year of drought. In fact we are out of water now, which is two months early. Betty is fine - just got back from a three week stay in Panama with her two sons and families.

Hope everything is still going fine.

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als to adjutant.

* AFPPA-LP CASUALTY UPROTIONNAIRE Your name John D. Rollers Rank 7/50 + Serial No. 3/104238 Organization 389 Gp Commander Lacey Rank Col. Sqn Co Harris Rank Maj.

(full name)

What year 943 month Oct. day 9 did you go down? What was the mission, MnK/om (er., target, Mirjalane Factory, target time, UnKnown, altitude, 13,000 5t., route scheduled, North Sea, Denmark, Baltic Sea, route flown Rs. Scheduled. 5. Where were you when you lest formation? Unown. ?. Bid other members of crew baf) out? Uniformes Whi the hoe members parties out 8. Tell all you know scout 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? on outskirts of Schleswic Holstien 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 Knowledge. Where were they in aircraft? No Knowledge 11. What was their condition? No Browledge 12. 13. When, where, and in what condition did you lest see any members not already deswhen, where, and in what condition did you less see the missing men cribed above? The last time I saw ony of the missing men was before take off the all the base. I did see faterson, the radio man from the cockert and of the pompay, while I afternoted to acked the man from the cockert and of the pompay, while I afternoted to acked the man from the cockert and of the pompay, while I afternoted to acked the man from the cockert and of the pompay, while I afternoted to acked the cockert and the cockert and of the pompay while I afternoted to acked the cockert and of the pompay while I afternoted to acked the cockert and the cockert a the doors to to lout. They were badly shot op and would not release f motioned to Paterson to go out the waist door. He acknowledged my message and entered the waist. He had blood on his sue and appeared to be wounded bodily.

(Any additional information may be written on the back)

Please give any similar information on personnel of any other crew of which you

have knowledge. Indicate source of information. ___

IMPORTANT: This reput was her analysis to relied the time an aircraft is official, so single sains.

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> or Propering Officer)
> J. R. VYATT,
> 1st ht., Air Corps, Alsot. Adjutant.

* AFPPA-12

CASUALTY QUESTIONNAIRE

Your name John D. Rollers Rank 7/58 + Sertal No. 3/109238
Organization 384 Gp Commander Lacey Rank Col. Sqn Co Harris Rank Maj. (full name) (full name) (full name) What year 9 did you go down?
What was the mission, Anklow Cer, target, Airplane Factory, target time, Unknown, altitude, 13,000 St., route scheduled, North Sea, Desmand, Baltic Sea, route flown As scheduled.
Where were you when you left formation? Unknown.
Did you bail out?
Did other members of crew bail out? Unlinews All the live members
Tell all you know acout when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please cive facts. If you don't know, say: "No Knowledge".
Where did your aircraft strike the ground? on outskirts of Schleswic Holstien
What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires)
No Knowle doe.
Where were they in aircraft? No Knowledge
What was their condition? No Knowledge
When, where, and in what condition did you last see any members not already described above? The last time I saw ony of the missing men was before take off time at the base. I did see Paterson, the radio man from the cockpit end of the bombay, while I afterpled to see a
the doors to bail out. They were badly shot up and would not release. I motioned to Paterson to go out the waist door. He acknowledged my message and entered the waist. He had blood on his sace and appeared to be wounded bodily.
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(Any additional information may be written on the back)

When the order to bellout was given, I entered the bombay to release the Bomb Day doors, which were badly shot up to the extent I could look through them. Patterson stood in the Radio Room leaning into the Bomb Bay and watched while I attempted to get the doors open. His Sace was covered with blood, and from the way he moved, he must have been but in the body as well. He was able to stand and walk. When the doors failed to release, I motioned to him to leave through the waist. He understood my motions, acknowledged them, turned Intered the cockpit eyers intending to leave through the warst hatch, when I thought Mcbettion, the asst. Radio Man who trad been carlier reported wown ded in the head, might be in need of my assistance. I entered the Bombey open, and with my chast chote attached could not squeeze between the Bombay Recks. Iwas in the process of climbing around them, when the ship made a violent motion, my wounded ley gave away and I feel from the catwalk. My head cleared and I found myself outside in the sunlight. I gened my stee chute and hit. the ground to be captured immediately, not having enough time even to unfaster my hamess. I was taken to a local das I where I met my polot, corpilet, bombadier, Past. Radio Men, and Asit Eng. We were Kept in the years entil dark and then taken to a hospital at Schlowing Helstien. Most at the patients were frusciens. The two other enlisted men and myself were Kept here, and the officers were Taken away. Iremained there fore five days and was taken to pula, lots Atter spending two days in the lock up, I attained a try h dever and was removed to Hohmark, & hospital a sew miles from the lockup.

Here I was locked up in an attu Room and remained there too two weeks, after which time a German Capt and Firstlout. Came to intorryate me. They showed me a roster of my crew and trad a cross marked after the names of Patterion Lopez, and Lendoiro. I asked them the meaning of the crosses and they explained that the crosses indicated the three men were dead. I asked them how they sied, and where the bodies were found, but they said they could tell me nothing. That is the only definite news I have beard a bout their bieng a live or dead.

Dear Sie:

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Just ship was disabled and 7 was so near uncons woweness?

went out waist door. If any more infinished dissired please let me help you.

Boket M Denverse.