

Aussagen eines Österreicher in amerikanischer Kriegsgefangenschaft

1. The following information was obtained from an ~~Austrian~~ P/W who, from June 1941 until March 1943, was employed at the Nibelungen Werke at St. Balentin as a quality controller in the component manufacturing section.

2. This factory is known to be controlled by the Steyr Daimler Puch concern which in turn comes under the Hermann Goering Corporation. It is accordingly closely linked with the S.D.P. factories at Steyr and Graz and also with the Hermann Goering works in Linz.

Layout

3. The attached Sketh shows the layout of the factory and the Key describes the functions of the various shops. Most of the buildings were modern concrete structures erected in late 1940 and early 1941 and they were paint camouflaged. Much of the plant was believed to be of French origin.

Production.

4. Throughout P/W's stay at the workd it was principally engaged on the assembly and fitting out of Pzkw.IV and Tiger tanks, while in February 1943 preparations were being made to assemble Panther tanks also. In addition a number of tractors ("Ostschlepper") were also turned out.

5. The first tank built at the works was delivered in August 1941 and series production started in June 1942. By February 1943 output was said to have reached a level of four Pzkw.IVs and two Tiger tanks each week, but nothing was known of the destination to which they were delivered.

Materials.

6. P/W was aware that much of the necessary raw material was supplied by the Hermann Goering Werke and the Wisenwerke Oberdonau at Linz, but he was never less under the impression that tank hulls did not come from there but from the Krupps works at Essen. He had no idea of the sources of the engines and armament.

7. Some components for the Pzkw.IV such as gears, bogey wheels, idlers and turret rings were manufactured on teh premises and ball races were supplied by one of the S. D. P. factories. Work never appeared to be held up on account of shartages.

Persnnel.

8. In March 1943 the managing director of the works was a Dr. Justmann, the works manager was named Hochnausel and three of the departmental chiefs were named respectively Tippe, Ruhe and Nemetz.

9. It was estimated that between 6,000 and 7,000 workers were employed including some 1,400 Austrians, made up of men and women in equal proportions, and an assortment of foreigners such as Poles, Dutchmen, Italians, and Russians; at one time there had even been some Spaniards but these were subsequently sacked for bad work.

10. Two 10-hour shifts were worked on six days a week, the times being 0700 - 1800 hours (with an hours break for lunch) and 1900 - 0500 hours. P/W himself earned Rm.300 per month as a quality controll

Dokumentarische Unterlagen und Informationen

Security and A.R.P.

11. The workers were issued with blue passes bearing the holder's photograph, name, number and signature and also an indication of the type of work on which he was employed. The premises were guarded by black uniformed werkschutz police armed with revolvers by day and with sub-machine guns by night,

12. The factory had its own air raid siren, but in P/W's experience this was only sounded once a month for testing purposes so he could not describe the action taken in the event of a genuine alert

13. ~~was~~ understood that underground P. A. D. shelters had been constructed in the woods near the factory, but he had never entered these and could give no details of the type of accommodation provided

Missing Air Crew Report „Ship 33“, 23.II.1944

Gesamthaft umfaßt dieser Missing Air Crew Report, inklusive der Nachkriegsbe-fragungen, 68 Seiten. Hier sind einige wenige Seiten daraus wiedergegeben:

2nd Lt. Benjamin B. Chase	Mrs. Evelyn B. Chase (wife) 2778 Herschall Avenue, Jacksonville, Florida
2nd Lt. Marwin J. Combest	Mrs. Twilla D. Combest (wife) Ransom, Kansas
2nd Lt. Edward M. Pine	Mr. James E. Pine (father) 4100 Saint Vincent Avenue, Shreveport, Louisiana
2nd Lt. Wayne E. Nesbitt	Mrs. Ethel M. Nesbitt (wife) Rural Free Delivery Four, Box 224 Grealey, Colorado
Sgt. Pasquale W. Agresta	Mr. Joseph Agresta (mother) 828 Fort & Fourth Street, Newark, New Jersey
S/Sgt. David R. Fairley	Mrs. Winnie D. Fairley (mother) Johns, Mississippi
Sgt. Frank H. Ferrin, Jr.,	Mr. Frank H. Ferrin, Sr., (father) 421 Del Amo, Astoria, California
S/Sgt. Freeman D. Smith	Mrs. Pauline Smith (mother) Jasper, Minnesota
Sgt. Martin Yerrick	Mrs. Frances Yerrick (mother) 730 East 157th Street, Cleveland, Ohio
Pvt. Russell P. Capogreco	Mrs. Lillian Capogreco (mother) 144 North Union Street, Rochester, New York

Die Adreßliste der zu verständigenden Eltern und Frauen der abgeschossenen Crew – eine traurige Pflicht der Einheitskommandanten, selbst wenn die Meldung auf POW (Kriegsgefangener) lautete. (HF)

Dokumentarische Unterlagen und Informationen

MISSING AIR CREW REPORT MACR NO. 2256

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

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

- ORGANIZATION: LOCATION: San Pancrazio, Italy COMMAND OR AIR FORCE: 15th
GROUP: 375th; SQUADRON: 512th; DETACHMENT: -
- SPECIFY: POINT OF DEPARTURE: San Pancrazio, Italy COURSE: Inclosed
INTENDED DESTINATION: Steyr, Austria TYPE OF MISSION: High Altitude
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Visibility - Good Weather - Good
- GIVE: (A) DATE: 23 Feb. 1944 TIME: 1214 LT; AND LOCATION OF LAST KNOWN
WHEREABOUTS OF MISSING AIRCRAFT: Steyr, Austria
(B) SPECIFY WHETHER (3D) LAST SIGHTED; () LAST CONTACTED BY RADIO;
() FORCED DOWN; () SEEN TO CRASH; OR () INFORMATION NOT AVAILABLE.
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF (CHECK ONLY ONE): (X) ENEMY AIRCRAFT; () ENEMY ANTI-AIRCRAFT; () OTHER CIRCUMSTANCES AS FOLLOWS: _____
- AIRCRAFT: TYPE, MODEL AND SERIES: B-24-J AAF SERIAL NO. 42-100155
- ENGINES: TYPE, MODEL AND SERIES: R-1820-65 AAF SERIAL NO. (A) _____
BP - 428612 (B) BP - 427597 (C) BP - 427127 (D) BP - 423292
- INSTALLED WEAPONS FURNISH BELOW MAKE, TYPE AND SERIAL NUMBER: Attached.
(A) _____ (B) _____ (C) _____ (D) _____
(E) _____ (F) _____ (G) _____ (H) _____
- THE PERSONS LISTED BELOW WERE REPORTED AS: (A) BATTLE CASUALTY: X
OR (B) NON-BATTLE CASUALTY: _____
- NUMBER OF PERSONS ABOARD AIRCRAFT: CREW 11; PASSENGERS -; TOTAL 11
(Starting with pilot, furnish the following particulars: If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form)

CREW POSITION	NAME IN FULL (LAST NAME FIRST)	RANK	SERIAL NUMBER	STATUS
(1) PILOT	Chase, Benjamin B.	2nd Lt.	0-797470	KIA
(2) CO-PILOT	Combest, Marwin J.	2nd Lt.	0-684283	MIA
(3) Navigator	Pine, Edward M.	2nd Lt.	0-739495	KIA
(4) Bombardier	Nesbitt, Wayne E.	2nd Lt.	0-679206	MIA
(5) Engineer	Agresta, Pasquale W.	T/Sgt.	12135050	MIA
(6) Radio Opr.	Fairley, David R.	S/Sgt.	18217536	KIA
(7) Asst. Engineer	Perrin, Frank H., Jr.	Sgt.	39741583	MIA
(8) Asst. Rad. Opr.	Smith, Freeman D.	S/Sgt.	77453719	MIA
(9) Tail Gunner	Yerick, Martin (NMI)	Sgt.	3553438	KIA
(10) Armorer Gunner	Caponreco, Russell P.	Pvt.	12198242	KIA
(11) Nose Gunner(AEC)	Phelan, Arthur T.	Sgt.	3233797	MIA

- IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, 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
(1) Burton, David G.	2nd Lt.	0-742678		X		
(2) Eator, Clyde J.	2nd Lt.	0-683716		X		
(3)						

- IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (A) PARACHUTES WERE USED: 3; (B) PERSONS WERE SEEN WALKING AWAY FROM SCENE OF CRASH: _____; OR (C) ANY OTHER REASON (SPECIFY) _____
- ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT. Inclosed
- ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN. Inclosed
- ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE. None

25 February 1944 /s/ GERALD S. BROWN,
(Date of Report) (Signature of Preparing Officer)

REMARKS: (Use additional sheet if necessary) 1st Lt., Air Corps,
Operations Officer.

Approved by Memorial Division COMG.

Die Schlußauswertung mit definitiver Angabe über den Status der Crew. (HF)