

8TH AIR FORCE



405

MACR No. 11:48 hours	13416	Service No.	Rank	Name	Duty	
Date	12 March 1945	0-745402	1st Lt.	Johnson, Dean C.	Pilot	ESC.
Type of Aircraft	P-51-D-20-NA					
Serial No.	44 - 72214 "Poop Shooter II"					
Group/Squadron	78 FG/83 FS					
Code Letters/Markings						
Mission/No.	Escort					
Intended destination	Swinemunde					
AF Station 357	Duxford, Cams.					
Location of Crash:						
Vedskoelle, about 4 miles SE of						
Skaelskoer, Denmark.						
		Special Remarks: Report of Jagdfliegerfuehrer, Grove:				
		Aircraft crashed in grid map square QC 3 on 12 March 1945				
		at 11:48 hours.				
		jh/7/70 II				

Statement:

I was flying wing on Lt. Johnson in White Flight. Just after we hit the rendezvous point, Husum, Germany, Capt. Wise, Flight leader, and his wingman went home. We made a 360° right turn and had just joined on Nos. 1 and 2 of Yellow Flight when Lt. Johnson reported his coolant had popped-off. We continued on course for about two minutes when he was ordered to go to Sweden.

He took up a heading of about 35 degrees, and changed after a few minutes to about 45 to 50 degrees, airspeed approximately 175 to 180. We were over water and he was losing altitude so he headed for the largest piece of land, which I believe to be one of the three island groups south of Sjaelland, possibly Laaland.

He held that course for approximately 12 to 14 minutes. His plane had started to burn and I called him and asked if he was going to bail out - he did not reply. His ship veered off to the left and dove through a layer of Cumulus clouds. I followed and saw him in his parachute - he waved as I flew by. I circled him as he descended and saw him hit the ground. I buzzed him at about 30 feet, saw him attempting to "spill" his chute, and headed back. I climbed at approximately 160 to 170 M.P.H. from 11:45 to 12:00 hours at 230 degrees, then turned to a heading of 260 to 270 degrees. Holding this heading at 20,000 feet, I came out just north of the Frisian Islands. Visibility was very poor all the way back.

William B. Spengler
O-832732
2nd Lt., Air Corps
83rd Fighter Squadron

Statement:

Airplane Identification

Serial number of aircraft unknown. A (Bar A), nose cheekered black and white, red wing tips, white rudder outlined in red. Squadron letters HL, Cargo Squadron.

Takeoff Time, Mission

Mission was to Swinemunde. Takeoff time 09:00 hours, 12 March 1945. Departed English coast approximately 09:20 hours, altitude about 15,000 feet at Great Yarmouth. Crossed enemy coast over Frisian Islands west of Hamburg. Supported wing of B-17s believed to be Third Force, but not certain. Were to rendezvous with bombers over Kiel.

Cause of Landing in Enemy Territory

When over Kiel squadron leader White's radio went out, he could receive but could not transmit. He aborted and took his wingman with him. I moved back to fly Cargo Yellow 3, and had made one turn over the bombers when the after coolant started flying all over the windshield, regular coolant seemed to be all right. Was then about 22,000 feet. I called my wingman to go check and after he maneuvered below to do so, he reported coolant still

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coming. Informed flight leader I was taking a heading for Sweden. Shampoo leader told my wingmen to go with me and see just what happened to me. Took heading for Sweden, had to let down because engine was missing, and I was coming down at about 170 M.P.H. There was an undercast and I could just about see the south coast of Sjaelland.

I continued on, but at about 6,000 feet the engine caught fire. Motor was running intermittently. It started to get hot in cockpit, and my flying suit caught fire. The aluminium started melting and flying back and hitting me. Had mask and goggles on, but aluminium melting and flying back coated them and I had to take the goggles off, and was then burned about the eyes and neck. When coming into Denmark I was down to about 2,000 ft., and motor had stopped. I jettisoned the canopy and it flew off all right, and I bailed out in the clouds at about 1,500 feet over the left side of the plane. Parachute opened at about 1,000 ft., and right after that I observed the plane hit the ground and blow up. Ship crashed at about 12:30 hours, and according to information I received from reliable Danes motor was imbedded in the ground three meters deep. I landed in a plowed field, going backwards, north-west of Orslev (55°13'N - 11°25'E). There was approximately 400 gallons of gasoline remaining in the ship before it hit the ground.

Chas. E. Rayens
Colonel, GSC
Acting Military Attache

LEGATION OF THE UNITED STATES
OFFICE OF THE MILITARY AIR ATTACHE
STOCKHOLM, SWEDEN