

This document describes how the following memorial in France to the men of the *Sleepytime Gal* came to be by the efforts of Frenchman Jean-Luc Maurer.



The 9th December 1944 this B-17 #43-38362 crashed in the forest near Fouchy, France. The Boeing belonged to the 306th BG of the 8th Air Force. Shot by FLAK, the crew bailed out over the Black Forest near Wolfach, Germany. Unfortunately the pilot's chute didn't open and he was killed. All other crew members were captured and interned in a prisoner camp near Barth, Germany. The co-pilot was severely wounded and one of his legs was amputated. On the right you can see the clock of the B-17. Still working today!



I am passionate by the history of the aircraft facts that took place during WW2 within the valley where I live. Since seven years I investigate on a US bomber crash which took place in Fouchy (67220). This bomber crashed on a wooded hill (GDS data are: 48.309031, 7.224927 on maps.google.fr). Details of the reason why this aircraft crashed or even the exact date are unknown. My intention is to find the crew and to honor the courage they had to fly over the enemy's territory despite the risks (anti-aircraft defense, interceptor fighters).

I used different approaches:

- newspaper articles
- meetings with eyewitnesses
- research at the crash site where you can still find aluminum pieces. With those, I was able to determine the bomber type: a Boeing B17G

I was lucky in locating and excavating the bomber original data plate. See enclosed picture of it. The data on the plate:

MANUFACTURED BY BOEING; MODEL B17G; -SERIAL 9340

-ENGINE WRIGHT R-1820-97; -A.C.T.C. No W-535-AC202 ??; BOEING AIRCRAFT COMPANY

If I am not wrong, the plate corresponds to the manufacturer's serial number "9340" of a B17 serial number USSAF "43-38362" assigned 306 Bomb Group. The information I obtained for that crash of Dec 09 1944 on the internet page www.merkki.com (Prisoners of War Stalag Luft 1) are identical with the statements I got: an empty bomb-bay, no bodies were found indicating they had time to bail out of the aircraft and the crash date between Nov 26, 1944 and beginning of 1945.

Do you have documentation of the B17 which could confirm? The details I seek are:

- photo of the B17 because I noticed several details (not painted, the side machine-gunners stations where eccentric, additional external armored plate for the rear gunner, the tail is of a Cheyenne pumpkin type

- Macr 11342

--- every document which could confirm my investigations

If you know anyone interested to help me in my investigations I would be very happy to collaborate with them.

Thank you in advance, and kind regards,

MAURER Jean-Luc

MODEL

B17G

SERIAL

9340

ENGINE

WRIGHT

TYPE

R-320-97

A.C.T.C. NO.

W-535-AC20212

BOEING AIRCRAFT COMPANY

SEATTLE, WASHINGTON, U.S.A.

UNDER ONE OR MORE U.S. PATENTS

OWNED BY OR LICENSED TO

BOEING AIRCRAFT COMPANY, OR

LICENSED UNDER U.S. AIRPLANE

PATENTS OF ALL MEMBERS OF

MANUFACTURERS

AIRCRAFT

ASSOCIATION, INC.







From: Clifford Deets <cldeets@att.net>
Sent: Monday, October 20, 2014 12:18 AM
To: Jean-Luc Maurer
Subject: 306th BG Aircraft 43-38362 Sleepytime Gal
Attachments: Sleepytime Gal.jpg; 9dec44macr.pdf; 9 Dec 44 Mission Report.pdf

Jean-Luc,
We had some luck researching the B-17 USAAF serial number 43-38362 that does in fact correspond to a Boeing built aircraft with Boeing serial number 9340. This aircraft was assigned to the 306th Bombardment Group, 369th Bombardment Squadron flying missions out of USAAF Station 111 at Thurleigh, England during WWII.

The aircraft was named "Sleepytime Gal" and had nose art reflecting the name. Our archives revealed a picture of the aircraft nose art that I have attached to this email. If you look closely, you can see the Air Force Serial number just above the artwork.

The information that our secretary provided you regarding those men who were on the crew of Sleepytime Gal on its last mission is accurate. I am attaching the Missing Air Crew Report (MACR) #11342 which lists their names, and I have also attached the mission report along with the post mission interrogation form that would have been filled out by an intelligence officer had the crew returned. Eight of the nine crewmen successfully bailed out of the aircraft and were taken as POW's, and returned at the end of the war. However, the pilot, Lt Robert Brown perished with the airplane.

Sleepytime Gal was shot down on 9 December 1944 on a mission to bomb Stuttgart. Mr. Russell Strong, a founding member of the 306th BGHA and author, wrote about that day in his book "First Over Germany" (a history of the 306th) and the loss of this aircraft:

"Meager flak was reported over Stuttgart on 9 December but it was sufficient to knock down one 306th plane.... 1st Lt Robert H. Brown's plane was flying in the number 3 position in the lead group of the 40th CW (combat wing) when it was hit. 1st Lt William Giglio, copilot, had started flying combat missions with Brown in mid July and, on his 35th mission, was seriously wounded. With the number 4 engine and the right wing on fire, the order was given to abandon ship. Giglio had been hit in the right knee by a piece of flak, which then continued up into his thigh and came out close to his torso. Giglio was bleeding badly, but got out of his seat and went down to the nose hatch., which proved to be frozen shut. The bomb bay doors were opened and Giglio crawled back out of the catwalk, through the base of the upper turret and then dived out the bomb bay. Leaving the plane at over 20,000 feet, the wounded man permitted himself to drop a considerable distance before opening his parachute.

When he landed, Giglio's leg was further battered and he was unable to move from the spot. He was almost immediately picked up by some German soldiers and taken to a nearby town. Up to that time he was not sure on which side of the German-French border he was, until he saw a street sign that read 'Adolph Hitler Strasse'. The soldiers put a tourniquet on Giglio's bleeding leg, loaded him into a truck with some other members of his crew and set out. Shortly they came to a hospital and left the wounded man there. The copilot was treated, and after a week the doctors determined that they could not save his leg and amputated it.... Only the pilot was killed and it was never determined whether he had bailed out of the plane or not."

So there is what information we hold on aircraft 43-38362, the last mission that it flew when it was shot down, and the events of that day and the fate of the crew. It should be noted that if Giglio had successfully returned from this mission, he would have been relieved from combat duty and would have been transferred to a non-combat ground job or back to the United States. It was his last mission!

I hope that this information is useful to you, especially the attached documents and the picture of the aircraft. Please let me know if you receive this email all right and if you are able to open the attachments. If I can be of further assistance, please feel free to ask.

Cliff Deets
306th BGHA Historian

to HEADQUARTERS ARMY AIR FORCES
by E. A. BRADUNAS, Lt. Col., AC
by F. M. MUENCH, Capt., AC
Date 22 APR 15 1946

MISSING AIR CREW REPORT

11342

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

AAF Station

1. ORGANIZATION: Location, by Name 111 ; Command or Air Force 8th
Group 306th Bomb ; Squadron 369th Bomb ; Reconnaissance
2. SPECIFY: Place of Departure Fourleigh, Eng. ; Course as prescribed
Target or Intended Destination Stuttgart ; Type of Mission heavy bomb
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Thin high clouds in target area
4. GIVE: (a) Day 9 Month Dec Year 44 ; Time 1240 ; and Location Over Stuttgart
of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (x) ; Last contacted by
radio () ; Forced down () ; Seen to Crash () ; or Information not Avail-
able () .
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check
only one) Enemy aircraft (x) ; Enemy anti-aircraft () ; Other circumstances
as follows: _____
6. AIRCRAFT: Type, Model and Series B-17-G ; AAF Serial Number 43-38362
7. NICKNAME OF AIRCRAFT, if any _____
8. ENGINES: Type, Model and Series R-1820-97 ; AAF Serial
Number (a) SW-026575 ; (b) SW-026461 ; (c) SW-007397 ; (d) 41-23809
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):
(a) B-1314741 ; (b) B-1314097 ; (c) B-1316256 ; (d) B-1314197 ;
(e) B-1313894 ; (f) B-1314015 ; (g) F-1279127 ; (h) F-1283422 ;
(i) B-1314677 ; (j) B-1314275 ; (k) F-1283104 ; (l) F-1283331 ;
(m) _____ ; (n) _____ ; (o) _____ ; (p) _____
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty
or (b) Accounted for
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9 ; Passengers 0 ; Total 9
(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	Current Status
1. Pilot-Pilot	<u>W. Brown, Robert H.</u>	<u>1st Lt</u>	<u>0-815824</u>	<u>MIA</u>
2. Pilot-Co-Pilot	<u>Giglio, William F.</u>	<u>1st Lt</u>	<u>0-818654</u>	<u>MIA</u>
3. Navigator - Navigator	<u>Walden, James B.</u>	<u>2nd Lt</u>	<u>0-761342</u>	<u>MIA</u>
4. Bombardier-Nose Gun	<u>Moore, James R.</u>	<u>1st Lt</u>	<u>0-755088</u>	<u>MIA</u>
5. Aer. Eng-Top Turr Gun	<u>Eann, Jerrold J.</u>	<u>T/Sgt</u>	<u>18162152</u>	<u>MIA</u>
6. Radio Opr-Radio Opr	<u>Ohm, Raymond A.</u>	<u>Sgt</u>	<u>6281791</u>	<u>MIA</u>
7. Aer. Gun-Ball Turr Gun	<u>Abdelnour, Samuel E.</u>	<u>S/Sgt</u>	<u>32741414</u>	<u>MIA</u>
8. Aer. Eng - Waist Gun	<u>Hovey, Ernest P.</u>	<u>S/Sgt</u>	<u>39410137</u>	<u>MIA</u>
9. Aer. Gun - Tail Gun	<u>Bollard, Joseph W.</u>	<u>S/Sgt</u>	<u>31406366</u>	<u>MIA</u>
10.				
11.				

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
CRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check Only One Column

Name in Full (Last Name First)	Rank	Serial Number	Contacted by	Last Sighted	Saw Crash	Saw Landing
1. <u>PETERSON, EDWARD G.</u>	<u>1st Lt</u>	<u>0-761827</u>		<u>X</u>		
2.						

(Over)



B - Buffalo
F - Frigidaire

Unknown

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.
15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT None

Date of Report 16 December, 1944

J. A. LaMotta

(Signature of Preparing Officer)

J. A. LaMOTTA,
Captain, Air Corps,
Asst. Adjutant.

17. REMARKS OR EYEWITNESS STATEMENTS:

See S-2 Report attached.

Incl:

Incl 1 - S-2 Report (in quad)

RECEIVED



APR 1 1945

FIRST PILOT Robert H. Brown, 1st Lt, O-815824 DESTINATION Stuttgart, Germany
NAME RANK ASN

1. Position of missing aircraft when last sighted or contacted:

(a) By coordinates Approximately 4850N - 0912E(b) Approximate altitude 27,000 feet(c) Last noted heading Out of formation(d) If out of formation, approximate distance from
formation Left formation under control2. Describe enemy opposition (intensity of flak, intensity and method
of enemy fighter attack, etc., with particular reference to missing A/C,

Barrage at target. Lead Squadron had meager accurate tracking
flak. Subject crew flew in lead Squadron. No E/A encountered.

3. Description of extent of damage to missing aircraft (including
fires, explosions, etc):

None observed

4. If aircraft was out of control describe appearance:

Aircraft was under control.

(over)

~~CONFIDENTIAL~~

group if noted (Group number, color and or fighter aircraft numbers, nicknames, etc.,).

6. Number of parachutes seen and description of jumps (approximate altitude, time between jumps, etc)

No parachutes observed

7. Any other remarks not covered by above:

Other aircraft in same formation were seriously damaged by flak.

8. Date of report 16 December, 1944

EYE-WITNESSES: NAME RANK ASN A/C No.

1. Edward G. Peterson 1st Lt 0-761827 43-38690

2. _____

3. _____

4. _____

INTERROGATING OFFICER (Sign Original and on copy):

John M. Kavanaugh Captain 0-578133 S-2 Officer.
NAME RANK ASN DUTY
JOHN M. KAVANAUGH

~~CONFIDENTIAL~~



Fouchy, 9 août 1944

Le 9 décembre 1944 s'est écrasé, sur les hauteurs de Fouchy, un Boeing B17 Forteresse Volante. Cet avion immatriculé 43-38362 appartenait au 306th Bombardment Group de la 8^e Air Force Américaine. Touché outre-Rhin par la DCA allemande, l'appareil continua sa course vide, l'équipage s'étant parachuté dans la région de Wolfach en Forêt-Noire. Le pilote fut tué, son parachute ne s'étant pas ouvert. Le reste de l'équipage, arrêté, termina la guerre dans le camp de prisonnier de Barth dans le nord de l'Allemagne. Le copilote, blessé par les éclats de DCA, dut être amputé d'une jambe.



L'insigne du 306th Bombardment Group

L'équipage :

1^{er} Lieutenant Robert H. Brown,
2nd Lieutenant William Gifflio,
Sergent Raymond Ohm,
Sergent J.J. Fann,
Sergent Ernie Hovey,
1^{er} Lieutenant James Moore,
Sergent Samuel Abdelnour,
Sergent Joseph Bollard.

Pilote	décédé
Copilote	blessé
Navigateur	prisonnier
Radio	prisonnier
Mitrailleur	prisonnier
Mitrailleur	prisonnier
Bombardier	prisonnier
Mitrailleur	prisonnier
Mitrailleur	prisonnier



Objets retrouvés
sur le lieu du crash :

Montre de tableau de bord.
Remontée une fois par semaine,
elle fonctionne toujours et n'est
jamais tombée en panne.



• Chemin de la Résistance et de la Liberté •



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L'origine du 306th Bombardment Group

L'équipage :

1^{er} Lieutenant Robert H. Brown,
2nd Lieutenant William Giffis,
2nd Lieutenant James B. Walden,
Sergent Raymond Chen,
Sergent JJ Farn,
Sergent Ernie Hovey,
1^{er} Lieutenant James Moore,
Sergent Samuel Abdelnour,
Sergent Joseph Sullard,

Pilote	décédé
Copilote	blessé
Navigateur	prisonnier
Radio	prisonnier
Mitrailleur	prisonnier
Mitrailleur	prisonnier
Bombardier	prisonnier
Mitrailleur	prisonnier
Mitrailleur	prisonnier



Objets retrouvés
sur le lieu du crash



Montre de pilote de bord
Ramenée une fois par semaine,
elle fonctionnait toujours et n'est
jamais tombée en panne.

Paillet de roulement

Chemin de la Résistance et de la Liberté

