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By: NARA NARA Date: 1973

~~CONFIDENTIAL~~APO #620, MTO,
9 July 1944.STATEMENT

I was pilot of B-17G #102925 on 9 July 1944. We were 60 miles over the Danube river on the way to Floesti, Rumania. The first indication of anything wrong was when someone called "Gas, no smoking." The co-pilot was flying and was on command. Smoke started coming up from the floor and at the same time the co-pilot pointed to the feathering buttons. I didn't know what was wrong nor which engine was causing the trouble if any and so delayed feathering. The co-pilot grabbed his escape kit, pushed the mixture on No. 3 off, put on his chute and left. I leaned over and saw it was No. 3 on fire. I feathered it, cut off the fuel shut-off and booster pumps and was about to prepare to get out after calling on interphone and getting no answer. I thought the engineer and myself were the only ones left. At that time Sgt Wilkins, the engineer, said to hold it. He beat the floorboards out and put out the fire where with an extinguisher. At that time I saw Lt Peddyoord, the navigator, in the dome. He hadn't answered because he had become entangled in his cords trying to reach the fire with an extinguisher. Sgt Meisel, the radio operator, appeared in the cockpit from the radio room. He had been on the way forward and hadn't heard my call. With the fire out, Sgt Wilkins took the place as Co-pilot, Sgt Meisel took the top turret and Lt Peddyoord gave us a heading back, though hindered because of missing maps. Within sight of the coast at 10,000 feet, we ran into flak which we couldn't seem to get out of. An oil line was out on the dead No. 3 engine. The rest of the trip was uneventful.

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