

**DECLASSIFIED**

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CONFIDENTIAL

STATEMENT

I, John D. Tydeman, Staff Sergeant, Air Corps, Army Serial Number 32724708, state that on 18 May 1944, I was flying with Lieutenant Lilley of the 758th Bombardment Squadron (Hv) AAF, 459th Bombardment Group (Hv) AAF, in Number 4 position of "C" Flight, as Ball Turret Gunner of a US Army aircraft, type B-24 J, Number 41-40326, Lieutenant Brownell's ship of the 758th Bombardment Squadron (Hv) AAF, 459th Bombardment Group (Hv) AAF, a B-24 H, Number 41-29576, was flying in Number 5, position of "C" Flight, to the right and slightly to the rear of our ship. Lieutenant Brownell was originally flying in Number 7 position of "C" Flight, directly to the rear and slightly lower than our ship, but moved to Number 5 position when the original aircraft in that position was forced to return to his home base early, due to a faulty engine. The first time I noticed Lieutenant Brownell's ship, was when the ship in Number 6 position, slightly to the left and rear of our ship, peeled off and went under our aircraft, and Lieutenant Brownell suddenly appeared in his place, taking over Number 6 position. After flying in that position for about what seemed approximately fifteenth minutes, he began to lag behind. He continued to lag and then about a half hour time past the target, Poesti, Rumania, was all the way back in "E" Flight, although at a slightly lower altitude. That was the last I noticed of him. All four of his engines were working and the ship seemed under control inasmuch as it was flying level. We had experienced light flak over the target, Poesti, Rumania, but I had seen no fighters at any time. The weather was bad, especially at a lower altitude, being very dense. That is all I know of this occurrence.

*John D. Tydeman*

JOHN D. TYDEMAN, S SGT  
758TH BOMB SQ (HV) AAF