

Major Sawyer's Crew



Left to right: William F. Sawyer, Beverly A. Swingle, Robert Bird, James K. Peck,
A. Richard Winchester, Horace N. Tiller, James H. Porter, James L. Nichols,
Raymond Thompson, William H. Whitman, Robert J. McLoughlin

Names are below the photo.
Those underlined are e-mail links.



Top Row, Left to right: [Romaine D. "Red" Round](#), Chas A. Wood, Jr., [Jack Stegelman](#),
[Royal C.D. Taylor](#), [Roy L. Morgan](#), [Ray K. Richert](#).

Bottom Row, Left to right: Myron "Smokey" Sestak, John L. McRae,
Kassel M. Keene, [George F. Border](#), [Walter J. Stoll](#).

Not shown: [Arthur Rossler](#) who took over as A/C after the
loss of Major Keene and Lieutenant Sestak.



Kassel M. Keene

Major, USAF

November 30, 1918 - Unknown



November 19, 1952...Fifty years have passed since the Russian MIG15 pilot, Guard Senior Lieutenant Dobrovichan, flying out of Myaogou Air Field, attacked the B-29 carrying Major Sawyer's seasoned crew on, I understand, one of their last missions. Also on board that aircraft on their initial orientation flight was Lt. Myron Sestak and Major Kassel Keene. My mother, Ferol Keene, was so proud of them. She often spoke of Kass' Kiddies. Myron, "Smokey", was a favorite of hers. I have pictures of a crew picnic where everyone had their fluorescent pink, black polka-dot baseball caps with their crew position emblazoned in bold letters, AC, CO, etc. My mothers had the CO, of course. She died November 6, 1956, leaving her and Kass' three children Elaine, Kenny and Barbara orphans. I applied for guardianship. My wife, Genie, and I raised them along with our three girls. All three Keene kids now reside in Phoenix, AZ. My mother died not knowing Smokey had been executed. And Kass was still MIA, declared dead a year and a day later. It has been revealed, thanks to the Freedom of Information Act, that he had been a prisoner and, in a North Korean Civil trial, sentenced to 21 1/2 years for fighting with another prisoner. The people who knew Kass also know if Kass accosted another prisoner that other prisoner was a collaborator or at least damn well deserved a beating. As Kass would say "damn straight".

He was a man of principal of whom I admired greatly. He taught me logic, patience, fairness and honesty. I only wish I were as good as he in these attributes. Hands down he was the finest person I have ever known.

In a recent email from R. D. Round, he stated that Kass' name was not listed among the names at the Punch Bowl Memorial. I've been told by two people that they found his name there. I'll be there probably within a year and we'll see.

Recently I had a visitor from Australia, James Morrison, USMC Ret., dual citizen and Kass' nephew. Before he arrived I obtained a DNA kit from DPMO Randolph AFB. We have needed a blood sample from a maternal member of Kass' family. Jim was going to visit his sister in Houston upon leaving California, so I had him take his sister Shirley by the hand to a doctor's office and now the AF has a sample for a DNA match, hopefully.

To express the futility of trying to obtain information from the Government is legendary, and as Walt Stoll extols, it is a brick wall we have hit. The Government has something to hide. They picked up their briefcases at Panmunjom on July 27, 1953, and left the table knowing Kass (and many, many more, reported to be 137) were still alive and were being used as pawns in a conflict the Government wanted to forget.

I wrote a letter (a copy of which is attached) to Senator John McCain, R-AZ, in Kenneth Keene's name (as he resides in Arizona and is the natural son) pleading to use his influence to break the AF intelligence stone-walling. Senator McCain did not even acknowledge receiving the letter. He is alleged to have received preferential treatment while he (an Admiral's son) was a POW. He also sponsored a bill to make it harder for relatives of POW's to obtain information from the Government. Surely something is "rotten in Denmark" or Arizona?

I would like to write a bio on Kass but I just don't have access to dates and names, being a step-son. I do know he was born in Washington County, Tennille, GA on 11-30-1918, father Charlie Alford Keene, mother Annie Hudson Wood Keene. He graduated from Tech High School in Atlanta, GA. He attended Georgia Institute of Technology (Georgia Tech) college for a time, and joined the Army Air Corps prior to December 7, 1941. Married Ferol on 12-29-41. Discharged after WWII, he attended UC Berkeley and Hastings School of Law, San Francisco. He was a salesman for Corcoran Paper Co., Long Beach, CA. He, being a reserve officer, volunteered to active duty in the Korean conflict. Training at Forbes AFB and survival school in Reno, with an all volunteer crew of which he was extremely proud. Only room for he and Smokey on a flight out of Travis AFB, they left leaving the rest of the crew to follow.

When the remaining crew members arrived at Yakota AFB, Japan, Kass and Smokey were MIA. What emotions must have raced through these men? Why? They must be kidding ! Will it happen to me next ? They had to be some of our bravest to board their newly assigned aircraft with that knowledge and an unfamiliar crew. They had to be the bravest of the brave. I salute them, they done good. Thank you.

I was in the AF at Tague and Pusan when the POW's were being repatriated. Anxiously I scanned the returnee's listed in the Stars and Stripes. No Kass. No Smokey. But they* knew and did not tell us. Kind of makes you suspicious of our Government and the current events evolving in the world. Do we know it all this time?

Sheldon S. Olson

*The Truce Negotiators in part were:

Maj. Gen. Howard Turner

Rear Admiral R. E. Libby

Rear Admiral Arleigh Burke

Maj. Gen. Lee Hyung Keun, R.O.K.

Vice Admiral C. Turner Joy (Chief of Delegation)

Lt. Gen. William K. Harrison, Jr. (Chief during exchange)

To them, living or dead, I say WHY?



SEPTEMBER 11, 2001



Myron F. "Smokey" Sestak

2nd Lt., U.S.A.F. 4/25/1920 - 11/19/1952



"Those who have long enjoyed such privileges as we enjoy
forget in time that men have died to win them"

-FDR-

This page was created in an effort to honor and preserve the memory of Myron F. Sestak and his fellow crew members of the 98th Bomb Wing/345th Bomb Squadron. Myron lost his life in the service of his country when, on November 19, 1952, his B-29 aircraft was shot down over North Korea. Myron served as a B-24 bombardier during World War II, having successfully completed missions into China and Japan while assigned to the [494th Bomb Group/867th Squadron](#), but was killed on his first combat orientation flight, after only a few days in Japan.

While stateside, Smokey was assigned to Major Kassel Keene's crew. Here is a [crew picture](#) that was taken upon completion of training before being sent to Yokota Airbase, Japan. Here are some [candid crew pictures](#) taken later at Yokota, including the [Loaded Lady](#), one of the crew's aircraft. A special thanks to Walter Stoll, "Red" Round and Jack Stegelman for providing copies of these pictures. Here are some other [candid photos from Yokota](#) that were provided by [James Landrum](#). James was assigned to the 91st Intelligence/548th Reconnaissance Tech Squadron.

Kassel M. Keene

Major Kassel Monford Keene....a leader....a man of integrity and honor. His page contains a tribute, some biographical information about him, and the thoughts of his step-son, Sheldon S. Olson. Visit his page here: [Kassel M. Keene](#)

William H. Whitman

Bill Whitman was one of the crewmates that was lost on November 19, 1952. I have recently been in touch with Bill's cousin, Susan. She was kind enough to send along pictures of Bill, the crew and their plane. To learn more about Bill, you can view his page here: [William H. Whitman](#)

Horace N. Tiller

"Terry" Tiller was also lost on November 19th, 1952. On Veteran's Day, November 11, 2000, a memorial service was held to honor MSgt. Horace N. Tiller. A reprint of the article "Final Honor" from The Fresno (CA) Bee, provided by Horace' daughter Candice, can be seen here: [The Fresno Bee](#)

Walter Stoll was featured in an article in the June 26, 2000 Orange County (CA) Register. The article speaks of his relentless pursuit for the truth in the search for one of the missing crewmen, and his friend, Kassel M. Keene. The article contains one minor error; it indicates that Smokey was a radio operator, rather than a radar operator (VO). You can view the article here: [The Orange County Register](#)

Smokey and Major Kassel Keene were flying an orientation flight with Major William Sawyer's crew on November 19, 1952 when they were lost. Here is a [crew photo](#) and a photo of the aircraft, [Wright's Delight's](#)



<u>Name</u>	<u>Status</u>	<u>Place of Birth</u>
Robert J. Bird, Captain Navigator	MIA	Rutland, VT
Morton H. Jensen, Technical Sergeant Electronic Countermeasures Operator	MIA	St. Paul, MN
Kassel M. Keene, Major Observing Aircraft Commander	MIA	Seal Beach, CA
Robert J. McLoughlin, Airman Second Class Tail Gunner	MIA	Elmhurst, NY
James L. Nichols, Airman Second Class Central Fire Control Gunner	MIA	Knoxville, IA
James K. Peck, First Lieutenant Bombardier	MIA	Arvada, CO
James H. Porter, Airman First Class Radio Operator	MIA	Shreveport, LA
William F. Sawyer, Major Aircraft Commander	Rescued	
Beverly A. Swingle, First Lieutenant Co-Pilot	KIA	Chattanooga, TN
Raymond Thompson, Airman First Class Left Gunner	MIA	Akron, OH
Horace N. Tiller, Master Sergeant Flight Engineer	MIA	Spur, TX
William H. Whitman, Airman First Class Right Gunner	MIA	Man, WV
Allan R. Winchester, First Lieutenant Radar Operator	Rescued	

As indicated above, Major Sawyer and Lieutenant Winchester were fortunate enough to have survived the mission, and were subsequently rescued. You can view the declassified portion of the 98th Bomb Group monthly operations and intelligence report containing their statements here: [Interrogation Report](#) This document was provided by [Mr. Herb Harper](#), the 98th Bomb Group Historian, and was obtained from the Air Force Historical Archives at Maxwell AFB, Alabama. You can view a map of the area referenced in the report here: [Korea Bay](#)

Lieutenant Sestak and Lieutenant Swingle were both killed, their bodies later recovered. The rest of the crew was classified as "Missing In Action" until 20 November 1953, when the Air Force terminated that status based on a "presumptive finding of death". You can read that report here: [Finding of Death Report](#) It is believed that the entire crew safely bailed out of the damaged aircraft, and were alive when they reached the ground. 2 men died, 2 were rescued, and 10 have been Missing in Action for over 47 years. Based on later reports, some, if not all of the crew members are known to have been taken as Prisoners of War...Their fate unknown and uninvestigated by the U.S. government to this day. A special thanks to Bonita Bird Dewiliby for providing a copy of the Finding of Death Report.

The U.S.-Russia Joint Commission on POW/MIAs was established in March 1992 by the direction of the Presidents of the United States and of the Russian Federation. The Commission serves as a forum through which both nations seek to determine the fate of their missing servicemen. The documents found in the U.S.-Russia Joint Commission Database (the so-called "Task Force Russia" documents) consist of the minutes of plenary sessions, reports from the working group sessions, and the translation of Russian-language documents retrieved from various archives in the Russian Federation pertaining to American personnel missing from World War II to the present. Here are the documents relative to the shoot-down on November 19, 1952. They are in Adobe PDF format, and will take a minute to download: [TFR506](#) and [TFR 542](#)

----- Please Note -----

The [U.S. Army Central Identification Laboratory](#) operates a facility in Hawaii that is dedicated to recovering and identifying the remains of missing servicemen. The USACIL is actively seeking DNA samples from certain blood relatives to aid in the identification of hundreds of set of remains currently in their possession, as well as any that will be recovered in the future.

Not all relatives qualify to donate a DNA sample. To see if you qualify as a DNA donor, check the chart here: [DNA Chart](#) If you qualify, or if you know someone who does, please urge them to contact the appropriate number below, and arrange to provide a DNA sample as soon as possible. It may help to bring a hero home.

<u>USAF</u> Missing Persons Branch 1-800-531-5501	<u>USA</u> Casualty and Memorial Affairs Operations Center 1-800-892-2490	<u>USN</u> Missing Person Section (POW-MIAAffairs) 1-800-443-9298	<u>USMC</u> Casualty Branch 1-800-847-1597
--	---	--	--

[Ed Moynagh](#) has been working to establish contact with family members of our MIA's to inform them about the governments Outreach and DNA testing programs. A site has been established to assist with this effort at <http://KoreanWarMIAs.com> If you are a family of a Korean War MIA, or know someone who is, please stop by the site to see if the military requires updated contact information for you.

Please take a moment to reflect and remember those veterans who so valiantly served their country...especially those who made the ultimate sacrifice and paid with their lives. After that, take a few minutes and send a message to your U.S. and State representatives. Ask what they are doing to support the effort to provide a full accounting of our brothers that are still missing and unaccounted for after all these years.....Search here to find your [State's Congressional Representatives](#). Be respectful, but insistent in your request. It's the very least we can do for the gentle heroes that we left behind.....

[Search this site](#)

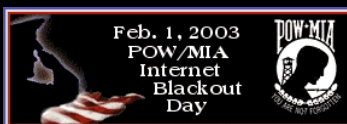


Search

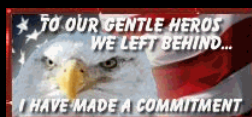
If there is something that you would like to see added to this site, share a memory, or if you would just like to let us know you were here, please sign the Guest Book;

[Guest Book Sign](#)

[Guest Book View](#)



Click on the above logo to find out how you can participate in the 2003 Internet Blackout Day in honor of our POW-MIA's



This Award is issued to this site by the Advisory Board of the POW/MIA Freedom Fighters Organization, for it's early and steadfast commitment to our missing Warriors



Any comments or questions about this page can be directed to: [Ray Sestak](#)



The following is a copy of an article published
in the November 12, 2000 Fresno (CA) Bee
The original can be viewed by following this
link: [Final Honor](#)



Final Honor

The wife of a missing veteran receives his awards decades later.

By Jim Davis
The Fresno Bee
(Published November 12, 2000)

MADERA -- The telegram came on Thanksgiving Day all those winters ago, when Elsie Tiller was trying to get her children ready to visit her sister. Plane shot down over Korea, the telegram read. Her husband missing. Possibly taken prisoner. Possibly killed.

In the first weeks, months and years afterward, Elsie Tiller held out hope that her husband was alive. She held out hope during the prisoner exchanges of the Korean War. And after the war, she held out hope when newspapers ran stories about prisoners possibly being held in Siberia or elsewhere in Russia.

But Horace Nelson Tiller never came home. His body was never found.

"It was just as time went by, it was just too much time had gone by," Elsie Tiller said. "Hope just died."

Without a body, there was never a funeral.

On Saturday, at a ceremony in Madera County, Elsie Tiller was honored when the military gave her a ceremonial flag and a set of her husband's medals. "It will be something that we will remember," Tiller said. "It will be a closure."

The Tillers' story begins more than 50 years ago when Elsie met Horace -- his friends called him Terry -- when he was stationed in Merced during World War II. A friend brought him to Elsie's house in Madera. They married three months later on May 10, 1943. Terry Tiller was not sent into action during World War II. After he got out of the service, he never felt at ease in civilian life. He joined the Air National Guard. After the Korean War broke out in 1950, Terry Tiller returned to active duty in the Air Force.

"By that time we had our four kids, all small," Elsie Tiller said. "I had to sign a release for him saying it was OK for him to go." During the war, Tiller attained the rank of master sergeant, serving as a flight engineer.

It's been many years, so some of the details are fuzzy for Elsie Tiller. She knows he flew in a bomber. Her son, Pat, thinks it was a B-29. She knows her husband was on one of his last missions when his plane was shot down Nov. 19, 1952.

"They were training other crew members to take his place, and that's when it happened," Elsie Tiller said.

A couple of crew members were found safe. A couple were found dead. Six others, including Tiller, were never found.

She has never received a definitive acknowledgment of her husband's death from the government, other than a two-line letter she could use to receive federal benefits.

In the months that followed the arrival of that fateful telegram, Tiller collected veterans benefits and Social Security payments. More than a year after her husband disappeared, she was given an insurance check for \$10,000. "It didn't last very long because I put it down on a house, and it was gone before I knew it," she said.

Over the years, as hope faded, Tiller continued with her life, moving from Madera to Fresno to Hollister, where she's living now until she can find a new apartment in Fresno.

She never remarried, in part because she was too busy raising her children.

In 1985, Pat Tiller, who lives in Sandy, Ore., began using the Freedom of Information Act to collect information about his dad and the fatal flight. He said he learned his father was listed as both "killed in action" and a "prisoner of war." He even tracked down one of the two crew members known to have survived the flight -- retired Col. Richard Winchester, who now lives in Florida.

The Tiller children began asking questions among themselves, such as why their mother never received a ceremonial flag or any type of ceremony. "It was just a question that we had kind of mentioned," said Candice Cotterill, Elsie's daughter who lives in Hollister. "On TV, we'd see a military funeral and flag, and we thought that's kind of crazy because Mom never got one."

On Memorial Day, the Tillers' other daughter, Elizabeth Avedesian, who lives in Fresno, approached U.S. Rep. George Radanovich, R-Mariposa, at a ceremony in Madera and asked about the flag. He got her in touch with his staff, and they were able to get the family in contact with Air Force personnel in Texas. The family discovered that they were entitled not only to the flag, but also to 11 medals and citations.

"We never knew that he had any of these awards or citations or anything," Cotterill said.

The family arranged for Elsie Tiller to be presented with the awards Saturday. Trevor Dean, a civilian who works for the Air Force Mortuary Affairs program who came to Madera County to present the flag and medals, said it's unusual for families to have to wait for years, even decades. "I don't know necessarily that it was an oversight," Dean said. "I don't know the circumstances -- it just didn't occur."

The Tillers' children said they're happy their mother finally received the tribute. "She's been living with this for about 48 years," Avedesian said. "So it's about time."

The reporter can be reached at jmdavis

@fresnobee.com or 675-6805.



William H. Whitman



S/Sgt., USAF



March 6, 1930 - Unknown



William Henry Whitman, known as "Bill" to family and friends, was born March 6, 1930, at Lorado in Logan County, West Virginia. The only child of Allen and Nawassa Craddock Whitman, he grew up in the house his parents planned and built in South Man, a suburb of Man, West Virginia.

Bill was educated in Logan County, West Virginia, public schools, graduating in 1947 from Man High School, where he lettered in football. Following high school, he enrolled as a cadet at Greenbrier Military School in Lewisburg, West Virginia. He subsequently attended Marshall College, now Marshall University, in Huntington, West Virginia. While Bill was a student at Marshall, his father Allen died in 1949.

When the United States entered the Korean War in June of 1950, Bill left Marshall to join the United States Air Force. On October 10, 1950, he signed for a term of four years.

After extensive training at various Air Force facilities in the United States, Bill, along with the rest of his flight crew, shipped in June of 1952 to Yokota Air Base in Japan, where the group was assigned to the 345th Bomb Squadron, 98th Bomb Wing. The men were advised that they would fly a total of thirty combat missions, and then they would be re-assigned to non-combat duty.

In the latter part of July of 1952, the crew flew it's first combat mission. For the next several months, the men were in the air regularly carrying out dangerous bombing missions at targets located in enemy territory. By the middle of November, Bill and his comrades had completed some twenty-five missions and were looking forward to returning to the United States for Christmas. Bill did his Christmas shopping in Tokyo, Japan, wrapped the gifts himself, and mailed them to his mother. There was something for everyone in the family, down to the youngest cousin.

The Christmas presents made it home for the holidays, but, sadly, Bill and eleven other members of the crew did not. On the night of November 19, 1952, while flying their twenty-seventh bombing mission*, Bill and the others on board were forced to bail out of the aircraft, when enemy fire struck the B-29 just after it had successfully dropped its bombs on the assigned target. Of the fourteen airmen on board, two men survived and two men's bodies were recovered, but Bill and the remaining nine crewmembers vanished and have never been accounted for. One year and one day later, on November 20, 1953, Bill and the other missing men were declared dead by the United States Air Force.

In December 1952, while Bill was in missing status, his rank was upgraded from Airman First Class to Staff Sergeant, a promotion he had expected to receive. Among his awards were the National Defense Service Medal, a Good Conduct Medal, the United Nations Service Medal and the Korean Service Medal with three bronze stars for participation in the Korea Summer/Fall (1952), Third Korean Winter, the Korean Summer/Fall (1953) campaigns, and an Air Medal. Later, he was awarded the Purple Heart. These medals were sent to his grief-stricken mother, along with a Certificate of Remembrance personally signed by President Dwight D. Eisenhower.

Bill's mother Nawassa, known as "Aunt Wassa" to her several nieces and nephews, survived until 1982, when she died, heartbroken, never knowing the fate of her only child.

Written by: Susan Craddock Partain, first cousin to William Henry Whitman
 October 10, 2001
 Logan, West Virginia

* Writer's calculation based on Bill's letters to his mother, Mrs. Nawassa Whitman, and the letters of other crewmember's parents to Mrs. Whitman.

Aircraft history is below photo



Wright's Delight's Aircraft History

Serial Number: 44-86392

Manufactured by: Glenn L. Martin Co., Omaha, Nebraska

Delivered to the USAAF on 23 July, 1945

July, 1945; to 238th AAF Base Unit (2nd Air Force), Mountain Home AAF, Idaho

September, 1945; to 236th AAF Base Unit (2nd Air Force), Pyote AAF, Texas (to TB-29)

December, 1945; to 4141st AAF Base Unit (AMC), Pyote AAF (storage)

June, 1948; to 4136th AF Base Unit (AMC), Tinker AFB, Oklahoma (to B-29)

September, 1948; to 306th Bombardment Group (SAC), MacDill AFB, Florida

January, 1949; to 307th Bombardment Group (SAC), MacDill AFB

March, 1950; to 307th Bombardment Wing (SAC), MacDill AFB

August, 1950; to 307th Bombardment Wing (Far East Air Forces), Kadena AB, Japan

August, 1952; to 98th Bombardment Wing (FEAF), Yokota AB, Japan

November, 1952; removed from inventory due to combat loss

The photo of Wright's Delight's was provided by Mr. John M. Campbell
The aircraft history was provided by the AFHRA, by way of Mr. Jesse Richey

Thanks to both of these gentlemen for their contribution

[Click here!](#)

 top stories

Fate of MIA spurs tireless pursuit

SEARCH: The Seal Beach man's stepson and a retired colonel hunt for details about the downing of his plane 48 years ago.

June 26, 2000

By JOHN GITTELSON
The Orange County Register

The last confirmed sighting of Kassell Monford Keene occurred when he bailed out of a B-29, after a Soviet MiG shot the bomber down over North Korea.

That was Nov. 19, 1952, and no one believes Keene, who would turn 82 this year, is still alive. But Keene's former crewmate, Walter Stoll, and his stepson, Sheldon Olson, are on a crusade to find out what happened to the missing pilot from Seal Beach.

Did Keene survive the jump? Was he captured? Was Keene, as one Air Force document suggests, kept a prisoner by the North Koreans?

Why would the Air Force keep the report secret?

"Somebody knows," said Stoll, 77, a retired Air Force lieutenant colonel, living in Wills, Texas. "I'm not going to let it die."

In his hunt for the truth, Stoll has come face to face with a web of Korean War-era conspiracy theories -- abandoned POWs, communist brainwashing, official U.S. cover-ups.

Fifty years after the Korean War began, questions of this far-away conflict remain unanswered and, perhaps, unanswerable.

Military officials bridle at accusations they are hiding something.

"Nobody is more anxious than we are to resolve all the cases we can," said Larry Greer, spokesman for the Department of Defense POW/Missing Personnel Office. "We have a personal commitment to this cause, because some of the guys we served with are either dead or missing."

But 50 years after the Korean War began, countless questions elude answers:

- More than 8,100 U.S. servicemen are listed as missing in action, including 20 from Orange County.
- At least 21 American POWs defected to the communists, and hundreds of others signed documents critical of the United States. Did some come home as secret communist agents, like a key character in "The Manchurian Candidate"?
- Countless documents remain classified. What secrets do they hold?



WON'T GIVE UP: Walter Stoll, 77, a retired Air Force lieutenant colonel, is committed to learning what happened to Kassell Keene.
Click image for larger photo.
Photo by **JERRY HOFFER** For The Register



FATE UNKNOWN: Kassell Keene of Seal Beach, center of bottom row, posed with his B-29 crew nicknamed "Kass's Kiddies" before they flew to Japan. Keene was last seen alive when he bailed out of a disabled B-29 on his first flight over Korea in 1952. *Click image for larger photo.*

HELP	SEARCH
YELLOW PAGES with maps and directions	
HOME PAGE	
TODAY'S NEWS	
•Front Page	
•California	
•Nation	
•World	
ARCHIVES	
AUTOMOTIVE	
BUSINESS & FINANCE	
CAREERS	
CLASSIFIEDS	
COLUMNS	
COMMUNITY NEWS	
CRIME, COURTS & LAW	
EDUCATION	
ENTERTAINMENT	
FUN & GAMES	
HEALTH & FITNESS	
LIBERTY ONLINE	
LIVING & SHOPPING	
POLITICS & GOVERNMENT	
REAL ESTATE	
SCIENCE & TECHNOLOGY	
SERVICES & PROMOTIONS	
SPORTS & RECREATION	
TRAVEL	
WEATHER	

Keene was born in Georgia in 1918 and served as a pilot in World War II. He received an Order of the Red Star medal from the Soviet Union for ferrying planes from Iran to Russia.

After the war, Keene attended law school but quit before earning a degree. He became the second husband of Ferrol Olson and stepfather to her son, Sheldon.

They moved to 210 Main St. in Seal Beach in 1947. Keene worked for a paper company and fathered three children.

When the Korean War started, he was called as a reservist and served as a flight instructor with Stoll at Forbes Air Force Base in Kansas. In the fall of 1952, the two men decided they would rather fight than teach. They formed a B-29 crew, nicknamed "Kass's Kiddies," and posed for a photo before heading to Asia.

Keene and radio operator Myron "Smoky" Sestak were the first to arrive at Yokota Air Base in Japan. Stoll came hours later, too late to join them as observers on a bombing mission.

"I did everything I could to make the flight that night," Stoll said. "I'm a firm believer that the Lord looks out for you. If I'd gone, things might have been different."

The B-29 pilot, William F. Sawyer, forgot to turn off his navigation lights, according to declassified documents, exposing the plane to enemy fire.

Keene was the first to bail out. Sawyer was last, landing on an allied-controlled island off Korea's west coast. One other crewman swam to safety. Sestak's body was recovered with a gunshot to his head. Nine other airmen, including Keene, vanished.

Keene's widow died in 1956 of a broken heart, said her son, Olson, now 66.

A retired air traffic controller living in Fresno, Olson has spent the past two years surfing the Internet and writing letters to learn what became of his stepfather. His search yielded documents in Russian, Korean and Chinese that detail how a MiG pilot earned a 1,500-ruble award -- about \$53 -- for downing the B-29.

He also found a declassified U.S. Air Force intelligence report about 137 MIAs, including Keene. One passage says: "The Source stated that the subject (Keene) was sentenced to 21½ years for assaulting a fellow prisoner. He was sentenced in July 53. According to the sentence, he was not to be effected [sic] by repatriation."

Getting into a fight with a fellow prisoner sounded like Keene, Olson said.

"If you knew Kassell, he would have a fight with another prisoner who's a rat or a stool pigeon," he said.

Olson and Stoll have requested more information about "the Source" and demanded to know what the Air Force did about the report.

A March 1999 Air Force response described the story of Keene's captivity "apocryphal" and said there was no evidence he had ever been held prisoner.

When Stoll asked the Air Force for more information, officials told him that there were too many documents to plow through and that many of the documents are classified. Stoll said he feels betrayed as both a career Air Force officer and Keene's fellow crewman.

"All I get is the runaround," Stoll said. "We're talking 50 years later and they're still keeping secrets. It's the Forgotten War, and they want to keep it that way."

•

Orange County Register news researcher Dick Glasow contributed to this report.

John Gittelsohn can be reached at (714) 796-7969 or by e-mail

at John_Gittelson@notes.freedom.com.

#1 newspaper in Orange County, California
Register
Copyright 1999 The Orange County Register
Please send comments to ocregister@link.freedom.com

List of Documents
pertaining to downing of an enemy B-29 aircraft
by Guard Senior Lieutenant Yu. N. DOBROVICHAN
on the night of 18-19 November 1952:

1. Report of acting Unit Commander -1 pg
2. Report of Guard Major TRISHKIN -1 pg.
3. Report of Guard Senior Lieutenant DOBROVICHAN - 1 pg.
4. Diagram of the air fight - 1 pg.
5. Photograph of _____ action - 1 pg.
6. Search team statement - 1 pg.
7. Confirmation from local authorities - 14 pgs
8. Confirmation from Field Post Unit 10899 Command - 2 pgs.

ACTING CHIEF OF STAFF FIELD POST UNIT 49693
GUARD MAJOR:- [signed] /STOLYARENKO/

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 13 Jul 99 Initials MS

TFR 506-23

From: Acting Unit Commander Field Post 49693
Guard Colonel YERKO
24 November 1952

To: Unit Commander Field Post 51140

REPORT

I hereby report that, while flying an interception mission against enemy bombers, on the night of 18-19 November 1952, Guard Senior Lieutenant DOBROVICHAN detected a B-29 aircraft in the region of SENSEN at an altitude of 6500 m and attacked it.

As a result of the attack by Guard Senior Lieutenant DOBROVICHAN, the enemy B-29 aircraft was downed

I hereby request that the enemy B-29 aircraft downed by Senior Lieutenant DOBROVICHAN be added to the tally for Field Post Unit 49693.

I am appending:

- A report from Air Squadron Commander Guard Major TRISHKIN
- A report from Guard Senior Lieutenant DOBROVICHAN
- Confirmation from local authorities

ACTING COMMANDER OF FIELD POST UNIT 49693
GUARD COLONEL - [signed] /YERKO/

TFR 506-24

[Translator notes: Unless otherwise stated, Soviet reports used Chinese/Peking earlier than the Korean local time used in U.S. reports. Sensen and Sonchen are different names for the same town. Sinbi-to and Simbi-to are different names for the same island.]

FROM: SECOND AIR SQUADRON COMMANDER
GUARD MAJOR TRISHKIN
MYAOGOU Air Field
19 November 1952

To: UNIT COMMANDER FIELD POST 49693

REPORT

I respectfully report to you that on 18 November 1952 at 23.16, in response to a command from the corps command post, Guard Senior Lieutenant DOBROVICHAN was launched to repel attacks by enemy bombers. While patrolling in an area south of SIODZIO at an altitude of 6500 m, Guard Senior Lieutenant DOBROVICHAN received the command to proceed to the region of SENSEN. Having flown to the region of SENSEN, Guard Senior Lieutenant DOBROVICHAN spotted the fire of an enemy aircraft and, receiving the command to attack, he approached to a range of 300-400 m, fired four salvos from all guns, as a result of which the enemy B-29 aircraft caught fire and, losing altitude, began to head in the direction of the island of SINBI-TO. After this, it crashed into the bay south of the island of SINBI-TO.

The air combat and the burning of the aircraft were observed from the take-off area and the Corps Command Post.

At 00:02 on 19 November 1952, Guard Senior Lieutenant DOBROVICHAN landed at his airfield

COMMANDER, SECOND AIR SQUADRON
GUARD MAJOR - [signed] /TRISHKIN/

TFR 506-25

From: Flight Commander, Second Air Squadron
GUARD SENIOR LIEUTENANT DOBROVICHAN
MYAOGOU airfield
19 November 1952

To: UNIT FIELD POST 49693 COMMANDER

REPORT

I respectfully report to you that on 18 November 1952 at 23:16, under a command from the corps command post, I flew a sortie to repel an air attack by enemy bombers

Patrolling in the region south of SIODZIO, I received an order from the corps command post to proceed to the region of SENSEN I took a course of 180° and, approaching the region of SENSEN at an altitude of 6500 m At 23:40, I noted unidentified fire above and ahead of me, which I reported to the corps command post, and asked permission to attack I was forbidden to attack since another two of our fighters were in the airspace.

I began to observe the fire and circled it twice; during this time the target was illuminated from the searchlight position, but the aircraft was not hit. After my request if any of our aircraft were in the searchlight beams, I received the command to attack the fire

Since it was very difficult to determine the distance to the fire, I fired the first salvo from a range of approximately 1200-1500 m

The crew of the B-29, seeing my tracers, began to maneuver I approached to a range of 200-300 m and, at an angle of attack of 0/4, I opened fire on the aircraft. After my second salvo the aircraft caught fire and, by the light of the flame, I determined that it was a B-29, I fired two more salvos and, having the B-29, I turned around I oriented myself by the searchlight beams and got my -29, burning and losing altitude, begin to head in the direction of the island of SINBI-TO

Having received the command to land, I landed at my airfield at 00:02.

I expended the following ammunition: 37 mm - 20 shells, 23 mm - 92 shells. The air combat took place between 23 45 and 23.50

Guard Senior Lieutenant:- [signed] /DOBROVICHAN/

TFR 506-26
SECRET
COPY NO. 1

DIAGRAM
OF THE AIR BATTLE CONDUCTED BY GUARD SENIOR LIEUTENANT
DOBROVICHAN IN A MIG-15 WITH AN ENEMY B-29 AIRCRAFT DURING THE NIGHT
OF 18-19 NOVEMBER 1952

Produced in 4 Copies
Copies 1,2 - in the file
Copies 3,4 - field post 51140
Produced by Dmitrakov
Drawn by Petrov
20 Nov 52 No 1455

Unit Field Post 49693
for Tactics in battle and in Shooting
Guard Captain.- [signed] /Dmitrakov/

without draft

TFR 506-27

**Photo of the Area of Combat Activity and
Location of the Enemy B-29 Crash Site**

APPROVED
ACTING COMMANDER UNIT FIELD POST 49693
GUARD COLONEL - [signed] /YERKO/
24 November 1952

SEARCH STATEMENT

The Search Commission of Field Post Unit 49693, consisting of ROMANIKO, and members, comrades RYBKA and GAVRILOV, as well as a representative of Field Post Unit 23438, comrade LAKHNO, accompanied by a Korean interpreter, Senior Lieutenant, Korean Peoples Army, KIM-VO-NAM, by visiting the site of the battle has established:

That on 18 November 1952 between 23:40 and 23:50, air combat took place in the region of the town of SENSEN at an altitude of 6500 m. When the police, members of the People's Committee, and military personnel from the Korean Peoples Army and Chinese Volunteers, and the commands of Field Post Units 444 and 10899 were questioned, it was established that, after a bomb strike on the town of SENSEN, the last B-29 aircraft dropped bombs for photography and was illuminated by the searchlight beams from station No. 433 [sic. Discrepancy between 444 and 433 in original document] field post 10899 and searchlights operated by the Chinese volunteers, and was tracked for 4 minutes. During this time, our fighter, piloted by DOBROVICHAN, made a first attack on the enemy aircraft from a long range, then approached and executed a second attack. As a result of the second attack, the B-29 aircraft caught fire and, losing altitude, headed in the direction of the island of SINBI-TO.

The local population, police, and People's Committees of the region of SENSEN and the Chinese Volunteers on the island of SINBI-TO observed how the burning aircraft fell into the sea 7-10 km south of the island of SINBI-TO. No parachute jumpers were found on the shoreline or the island of SINBI-TO. In an hour, aircraft came to the site where the aircraft crashed and circled until dawn. The movement of cutters was detected in the crash area.

CONCLUSION. The search team has concluded that the downed B-29 aircraft, on fire, crashed into the sea 7-10 km south of the island of SINBI-TO. We further conclude that the movement of aircraft and cutters were associated with attempts to search for and rescue the crew of the B-29 aircraft.

SEARCH TEAM LEADER:- [signed] /ROMANIKO/
MEMBERS - [signed] /RYBKA
 [signed] /GAVRILOV/
 [signed] /LAKHNO/

[TFR 506-29 has no Russian version.]
[TFR 506-30 is the Chinese version of TFR 506-31]

TFR-506-31

[Handwritten]

CONFIRMATION

On 18 November 1952, at 23:40 Andun [Chinese] time, after bombing of the town of SENSEN, one of the enemy B-29 aircraft was caught in the beams of the searchlight. At that time, our fighter opened fire on it. With the second salvo, the B-29 enemy aircraft caught fire and, on fire, at a low attitude, passed over the island of SINBI-TO and approximately 5-10 km south of the island of SINBI-TO (it has not been established precisely), the burning aircraft plunged into the water with a loud noise and the fire went out

I gathered together all my people and conducted a meeting in honor of this victory over the enemy B-29 aircraft

And we all wished further successes to the pilots, who are driving the Korea.

Approximately one hour after the aircraft crashed, some kind of enemy aircraft flew over the crash site.

No parachute jumpers were found on the shore or on the island.

I do so testify.

Commander of the Coast Defense
Chinese Volunteer Army Field Post 444

[Signature and name cut off]

[TFR 506-32 is the Korean version of TFR 506-33.]

TFR 506-33

[Handwritten]

Confirmation

On 19 November 1952, at 00:40 Peking time, our town was bombed by U.S. B-29 aircraft.

When the last aircraft was leaving, it was illuminated by a searchlight, after which our night fighter started to shoot at it.

When it fired the second salvo, the enemy B-29 aircraft caught fire and, burning and losing altitude, went out to sea in the direction of the island of SIMBI-TO, where it crashed into the sea.

All of our inhabitants saw this, since at that time no one was asleep.

And I do so testify

Chairman of the People's Committee of the town of SENSEN.

KAN-DON-CHIN [signed] [stamped]

[TFR 506-34 is the Korean version of TFR 506-35.]

TFR 506-35

[Handwritten]

Confirmation

On 19 November 1952, at 00:40 Peking time, our town SENSEN was attacked by U.S. B-29 aircraft.

After the bombing, the last aircraft was caught in beams of the searchlight.

Our fighter fired at it and, with the second salvo, set fire to the enemy aircraft, which, on fire, went toward the bay and fell in our region, 7-8 km beyond the island of SIMBI-TO.

A search of the coast and the island of SIMBI-TO failed to find any parachute jumpers.

This was seen by all the inhabitants, the police, and the People' the town of
SENSEN and the inhabitants of the surrounding villages.

And I do so affirm

Chief of Police of the town of SENSEN

Major KIM-BEN-SIK

Translation by
Senior Lieutenant, KNR, KIM-VON-NAM

[TFR 506-36 is the Korean version of TFR 506-37.]
[Handwritten]

TFR 506-37

Confirmation

On 19 November 1952 at 00:40 Peking Time, above our villages of PULPRI, our fighter began to fire at an enemy B-29 fighter, as a result of which, after the third salvo, the enemy fighter caught fire and, going 5-7 km beyond the island of SINBI-TO, fell burning into the sea.

We searched at night and in the morning and failed to find any parachute jumpers

This was seen by all the inhabitants of the village of PULPRI, which is located on the shore of the bay and is 8 km from the island of SINBI-TO.

And so I do affirm:

Chairman of the People's Committee
Of the District of SENSEN
Village of PULPRI

[Remainder clipped]

[TFR 506-38 is the Korean version of TFR 506-39]
[Handwritten]

TFR 506-39

Confirmation

On 19 November 1952 at 00:40 Peking time, one B-29 enemy aircraft was caught in the beams of the searchlights. Our fighter with its second salvo set fire to it, after which this aircraft moved toward the island of SINBI-TO over our settlement by approximately 8-10 km and fell into the sea. This we saw and immediately went to look for parachute jumpers but we did not find any on our shore.

And so I do affirm

Chief of Police of the settlements of NAM-MEN
Translation by Sr Lt , KNR, /KIM-VON-NAM/

TFR 506-40

On 19 November 1952 at 2140, an enemy B-29 aircraft was shot down into the sea about 7 km
-Do

Confirmed by the Chief of Police
Jeong-Ju-Kum, Pyongan-Buk-Do

At Jeong-ju-Myon, 20 Nov 52

[TFR 506-40 has no Russian version. TFR 506-41 is the
Korean version of TFR 506-42]
[Handwritten]

TFR 506-42

Confirmation

On 19 November 1952, at 00:40 Peking time, I, together with other representatives of the police, watched the night air battle. The searchlights illuminated a B-29 aircraft that was being fired on by our fighter.

After the second salvo the aircraft caught fire and, on fire, went out to sea and crashed near the island of SINBI-TO, 7 km south.

And so I do affirm:

Chief of police, town of TENZIO

Major FI-TSU-KAM

Translation by Senior Lieutenant, Korean People's Republic, KIM-VO-NAM [as written]
[STAMPED]

[Handwritten]

Confirmation

On 18 November 1952 at 23:44, the searchlight beams of station 433 illuminated a B-29 aircraft and tracked it in three beams for 4 minutes. Searchlights of the Chinese battalion also tracked the aircraft. At 23:45, our fighter made the The tracers passed by it. At 23:47, the fighter repeated its attack at closer range. Visually, there were a total of three salvos. After the second salvo, the B-29 burst into flame and, on fire, disappeared from the beams in the direction of the island of SINBI-TO. I affirm that the aircraft burned and that the pilot made two attacks

Commander of the Searchlight Company
Unit File Post 10899 Major [signed] (Buklemishev)

11/22/52

[Handwritten]

Confirmation

We, the command of Field Post Unit 10899 "S", hereby confirm that during the night of 18-19 November, during an attack by enemy aircraft on the town of Sonchen, at a range of 10 km, at 23:44 the beams of the searchlights from station 433 aircraft at an altitude of up to 6500 m and tracked it with three beams for 3 minutes and 40 seconds.

This aircraft was also tracked by the searchlight station of a battalion of Chinese People's Volunteers.

At 23:45, our jet air defense fighter made one attack on the illuminated target and, after an interval of 30-40 seconds, a second attack, during which he emitted three tracers of fire at close range

After the second tracer of fire during the second attack, the enemy B-29 aircraft burst into flame and, on fire, losing altitude, went in the direction of the island of SINBI-TO tracked by the beams

Observation and tracking of the enemy was terminated at an azimuth of 33-80 from position 433 (see diagram of battle order)

Commander of the unit [signed] /DRONOV/
Chief of Staff [signed] /SAVCHUK/

TFR 506-45

SECRET
Copy 1

EXCERPT FROM ORDER
Field Post Unit 51140

28 November 1952

No 0164

CONTENTS: On payment of a monetary reward for the downing of a B-29 aircraft to senior pilot of unit Field Post 49693 Senior Lieutenant DOBROVICHAN.

On the basis of the directive from Comrade SHTEMENKO No. 65/089 of 1/17/52 and the directive from the High Command of the Air Forces, of the Armed Forces, of 1/24/52.

I HEREBY ORDER:

That senior pilot of Field Post Unit 49693 Senior Lieutenant Yu. N. DOBROVICHAN be paid a monetary reward in the sum of 1500 rubles for downing a B-29 enemy aircraft on the night of 18-19 November 1952.

SUPPORTING DOCUMENTS.

Report of Commander of Field Post Unit 49693 of 11/24/52
Report of Air Squadron Commander of 11/19/52
Report of pilot Sr Lt. DOBROVICHAN of 11/19/52
Statement of Search Commission of 11/24/52
Confirmation from local authorities

By order of Commander Field Post Unit 51140
GUARD COLONEL KOMAROV

By order of Chief of Staff Field Post Unit 51140
COLONEL ANUFRIYENKO

VERIFIED: Acting Chief of Staff Field Post Unit 49693
GUARD MAJOR - [signed] /STOLYARENKO/

30 November 1952

ДОКУМЕНТОВ

на сбитый самолет противника Б-29
гвардии старшим лейтенантом ДУБРОВИЧАН
в ночь с 18 на 19 ноября 1952 года:

1. Рапорт ВРид. командира части - 1л.
2. Рапорт гвардии майора ТРИШКИНА - 1л.
3. Рапорт гв. старшего лейтенанта ДУБРОВИЧАН - 1л.
4. Схема воздушного боя - 1л.
5. Фото района боевых действий - 1л.
6. Акт поисковой команды - 1л.
7. Подтверждения местных властей - 14л.
8. Подтверждения командования части № 10899 - 2л.

ВРИД. НАЧАЛЬНИКА ШТАБА ЧАСТИ № 19653

ГВАРДИИ МАЙОР: - *А. И. Сидоренко* / Сидоренко /

TFR 506-22

БРЯД. КОМАНДИРА ЧАСТИ III 49698

ГВАРДИИ ПОДПОЛКОВНИК ЕРКО

"24" ноября 1952 года.

КОМАНДИРУ ЧАСТИ III 51140

Р А П О Р Т

Донесу, что при вылете на перехват бомбардировщиков противника в ночь с 18 на 19 ноября 1952 года гвардии старший лейтенант ДОБРОВИЧАН в районе СЕНСЕН на высоте 6500 метров обнаружил самолет Б-29 и атаковал его.

В результате проведенных атак гвардии старшим лейтенантом ДОБРОВИЧАН был сбит самолет противника Б-29.

Прошу Вас, сбитый самолет противника Б-29 старшим лейтенантом ДОБРОВИЧАН зачитать части III 49698.

- К сему прилагаю рапорт командира АУ гвардии майора ТРИШКИНА,
- Рапорт гвардии старшего лейтенанта ДОБРОВИЧАН,
- Подтверждения местных властей.

БРЯД. КОМАНДИРА ЧАСТИ III 49698

ГВАРДИИ ПОДПОЛКОВНИК: - *Ерков* /ЕРКО/

TFR 506-23

КОМАНДИР 2-й АЭ
ГВАРДИИ МАЙОР ТРИШКИН
М. МНОГОУ
19.11.1952 года.

КОМАНДИРУ ЧАСТИ III 49693

Р А П О Р Т

Докладываю Вам, что 18.11.52г. в 23 часа 16 минут по команде с КП корпуса был поднят гвардии старший лейтенант ДОБРОВИЧАН для отражения налета бомбардировщиков противника. патрулируя в районе южнее СИОДЫЮ на высоте 6500 метров гв. старший лейтенант ДОБРОВИЧАН получил команду следовать в район СЕНСЕН. подлетая к району СЕНСЕН гвардии старший лейтенант ДОБРОВИЧАН обнаружил огни самолета противника и получил команду атаковать его соизлился на дистанцию 300-400м. произвел четыре очереди со всех пушек, в результате чего самолет противника Б-29 загорелся и со снижением стал уходить в направлении острова СИНЬИ-Ю. После чего упал в залив южнее острова СИНЬИ-Ю.

Ведение воздушного боя и горение самолета наблюдалось со старта и с КП корпуса.

В 0 часов 02 минуты 19.11.52г. гвардии старший лейтенант ДОБРОВИЧАН произвел посадку на своем аэродроме.

КОМАНДИР 2-й АЭ
ГВАРДИИ МАЙОР:-

Тришкин
/ТРИШКИН/

TFR 506-24

КОМАНДИР ЭВЕНА 2-Й АЭ
ГВ.С.Л.ЛЕИТЕНАНТ ДОБРОВИЧАН
М.МЯГОГУ

19.11.1952 года.

КОМАНДИРУ ЧАСТИ ШШ 49693

Р А П О Р Т

Докладываю Вам, что 18.11.1952 года в 23 часа 16 мин.
по команде с КП корпуса я вылетел на отражение налета бомбардировщиков противника.

патрулируя в районе южнее САНЬИО с КП корпуса получил команду следовать в район СЕНСЕН и взял курс 180° и подходя к району СЕНСЕН на высоте 6500м. в 23 часа 40 минут заметил выше впереди себя неопознанный огонь о чем доложил на КП корпуса и запросил разрешения атаковать. Атаковать мне запретили так как в воздухе было еще два наших истребителя.

и начал наблюдать за огнем и выполнил вокруг него два виража, в это время цель была освещена позицией прожектористов, но самолет освещен не был. После моего запроса "если кто из наших самолетов в лучах", я получил команду атаковать этот огонь.

так как дистанцию до огня определить было трудно то первую очередь я произвел с дистанции примерно 1200-1500м.

экипаж самолета Б-29 заметив трассу начал маневрировать. и соизился на дистанцию 500-200 метров под ракурсом 0/4 открыл по самолету огонь. после второй очереди самолет загорелся и по озаренному пламени я определил, что это самолет Б-29, произвел еще две очереди и попав в струю самолета Б-29 перевернулся. ориентируясь лучами прожекторов вывел самолет в нормальное положение и наблюдал как самолет Б-29 горящий со снижением стал уходить в направлении острова САНЬИО-10.

Получив команду идти на посадку и в 00 час. 02 мин. произвел посадку на своем аэродроме.

израсходовал снарядов: 57мм. - 20шт., 28мм. - 2шт.
воздушный бой проходил в период 23.45-23.50.

ГВ.С.С. СТАРШИИ ЛЕЙТЕНАНТ: - *Добровичан* /ДОБРОВИЧАН/

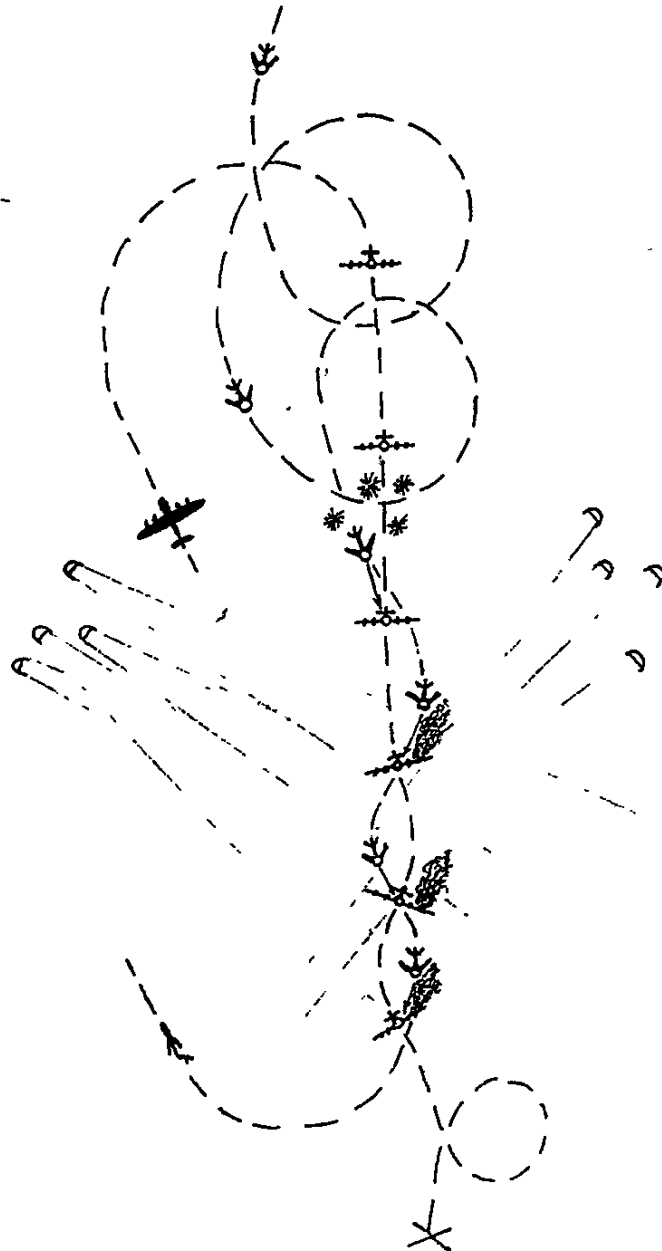
TFR 506-25

Секретно

Экз. № 1

С Х Е М А

ВОЗДУШНОГО БОЯ ПРОВЕДЕННОГО ГВАРДИЙСКИМ СТАРШИМ ЛЕЙТЕНАНТОМ
ДОБРОВИЩАН НА САМОЛЕТЕ МИГ-15 С САМОЛЕТОМ ПРОТИВНИКА Б-29
В НОЧЬ С 18 НА 19 НОЯБРЯ 1952 ГОДА.



Исп. 4 экз.

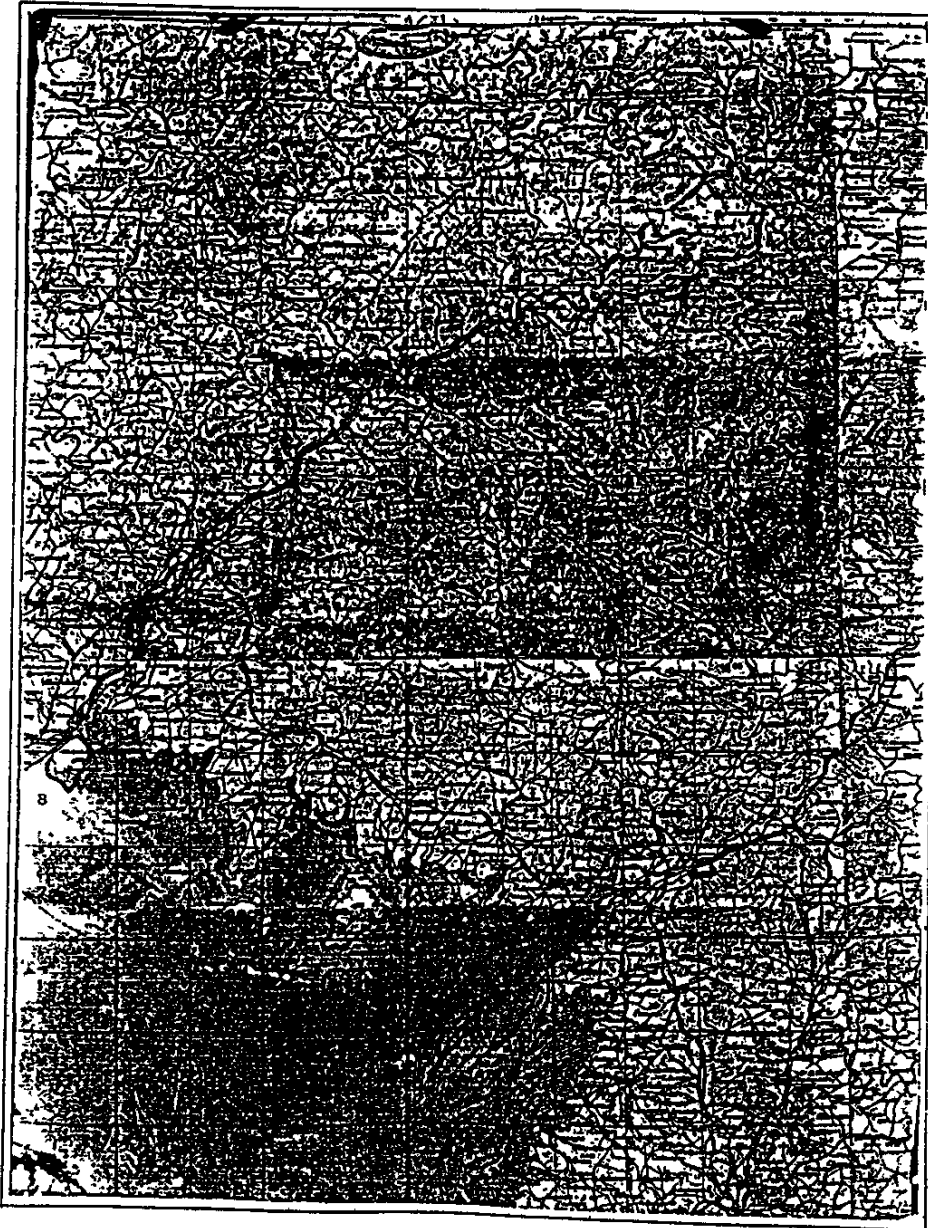
Экз. № 1, 2 - в дело
Экз. № 3, 4 - по 51140
Исп. Дмитриков

4 В
2 1455

ПОМ. КОМАНДИРА ЧАСТИ ПИ 49695
ПО ТАКТИКЕ В/БОЯ И В/СТРЕЛБЫ

ГВАРДИЙ КАПИТАН: - *Дмитраков* / ДМИТРАКОВ /

ФОТО РАЙОНА БОЕВЫХ ДЕЙСТВИЙ И
МЕСТА ПАДЕНИЯ САМОЛЁТА ПРОТИВНИКА Б-29



TFR 506-27

"УТВЕРЖДАЮ"

ВРИД. КОМАНДИРА ЧАСТИ ПП 49693
ГВАРДИИ ПОДПОЛКОВНИК: - *Григорьев* /БРЮ/
"24" ноября 1952 года.

ПОИСКОВЫМ АК 1

Поисковая комиссия части пп 49693 в составе старшего команды тов. РОМАНИКО, членов: тт. РЫБКА, ГАВРИЛОВА и представителя части пп 23437 тов. ЛАХНО в присутствии корейского переводчика старшего лейтенанта корейской Народной Армии КИМ-ВУ-НАМ выездом на место ооя установила:

что 18 ноября 1952 года в период 23 часа 40 минут - 23 часа 50 минут в районе города СЕНСЕН на высоте 6500 метров происходил воздушный бой. При опросе полиции, представителей Народного Комитета, военнослужащих корейской Народной Армии и китайских добровольцев, командования частей пп 444 и пп 10899 установлено, что после бомбардировочного удара по городу СЕНСЕН последний самолет Б-29 бросал бомбы для фотографирования и был освещен лучами прожекторов станции № 433 части пп 10899 и китайских добровольцев который сопровождался в течение 4-х минут. В это время наш истребитель пилотируемый летчиком ДОБРОВИЧАН произвел по самолету противника первую атаку с оольшой дистанции, затем соизился и произвел вторую атаку. В результате второй атаки самолет Б-29 загорелся и со снижением начал уходить в направлении острова СИНЬИ-10.

Местное население, полиция и Народные Комитеты района СЕНСЕН и китайских добровольцев на острове СИНЬИ-10 наблюдали как горящий самолет упал в море в 7-10 км. южнее острова СИНЬИ-10. Парашютистов на береговой черте и на острове СИНЬИ-10 не обнаружено. Через час на место падения самолета пришли самолеты которые кружились до рассвета. В районе падения самолета наблюдалось движение катеров.

ВЫВОД: поисковая команда считает соитый самолет Б-29 горящим упал в море 7-10 км. южнее острова СИНЬИ-10. полеты самолетов и движение катеров в районе падения самолета носили поисковый характер по спасению экипажа с-та Б-29

СТАРШИИ ПОИСКОВОИ КОМАНДЫ: - *Григорьев* РОМАНИКО/
Ч Л Е Н Ы: - *Григорьев* РЫБКА/
Григорьев ГАВРИЛОВ/
Григорьев ЛАХНО/

第四節

一九四三年十一月十九日廿三時四十分左右，敵機轉炸宜川郡

後被我探照燈照中其中一架，我夜間攻擊機當時向其開

火。第一次未擊中第二次攻擊時我機發射熾烈的火力，敵機

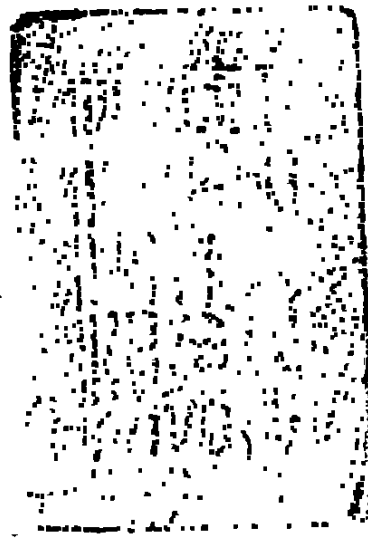
立即發出強烈之火光向身即向南海面逃去。火光僅出約一分

鐘即熄滅。特此證明。

此致

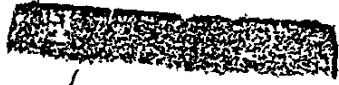
空軍部隊。並希望你們在對空作戰中取得更多的勝利。

中國人民志願



十一月

廿日



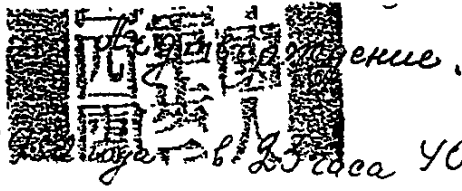
1952년 11월 18일 중국시간으로 11시 4 분경에
 저기 B-29가 신상관내를 폭격하고 우리
 조병등 1대가 비행기를 벗인결과 우리
 야간전투기가 사격을 가한결과 죽
 첫번째 사격에는 비행기가 맞지 않고 두번째
 사격에 명중한 적기는 맹렬한
 불을 뿜으면서 신미도 삼쪽 해변으로
 추락되었음은 확실함
 4. 신미도 삼쪽 해변에 추락된 불은 약
 1분간 있다가 없어졌다.
 이래에 여기에 주재한 지뢰군 동무들은
 구호를 외쳤다 !!

함성부대 동무들이여!!

공중전에서 대승리를 쟁취하기를
 힘써달라

중국인민 자위군 5부대 제 444단

1952년 11월 31일



18 ноября 1950 года в 23 часа 40 минут по Андунскому
 времени после бомбежки города Сянска один само-
 лётчик противника типа Б-29 был вынужден вступить
 в протекторат в это время наш истребитель
 открыл по нему огонь со второй очереди самолёт
 противника Б-29 загорелся и горящими на
 высоте вынес истребитель Силиби-то
 и горящие истребитель Силиби-то примерно
 5-10 километров (точное не установлено)
 горящий самолёт с сильными шумами
 врезался в воду и огонь прекратился.

Я собрал всех людей и провел митинг
 в честь такой победы над самолётом
 противника Б-29.

И мы все истребители дальнейших
 успехов летчиками которые изгонят
 американских империалистов из Кореи.

После падения самолёта примерно через час
 над этим местом летели какие-то само-
 лёты противника.

Парашютистов на берегу и на острове не
 найдено.

Всем и подтверждаю.

Командующий береговой обороной
 Китайские добровольные войска при ЧНЧ


1149 11/21

확 인 증

1952년 11월 19일 표경양시간으로 0시 (12시)
40분경에 우리 선천은 미국 비행기 B-29가 폭격
하고 마지막 비행기가 갈때에 우리의 조
병등에 들었다 그것은 아군 야간 전투
기는 사격을 시작하였다 그때 마침내
두번째 사격을 저하자- 저기 B-29는 맹렬한
불을 뿜으면서 저하하여 신미도 방향으로 향
하여 바다에 추락되었다.

이 사실을 우리의 관내 주민들이 보았고 그때
바로 우리의 정권위원들은 추천은 아직 하지 않
았음으로 보았다.

이 사실이 정확함으로 이를 확인함

표경부로
인민위원회
김복인

Подтверждение.

19 ноября 1952 года в 0 часов 40 минут по
Грехенбургскому времени наш город бомбили
американские самолеты B-29,

Когда уходил последний самолет его освещали
прожекторами, после чего наш
полюс истребитель начал стрельбу
по нему.

Когда дал вторую очередь, самолет
противника B-29 загорелся и го-
рящими со свистом ушел
в море по направлению остро-
ва Сибиди-то, где и упал в
море.

Это видели все наши ребя-
та, так-как в это время
никто не спал.

В г.г. и подтверждено

Председатель городского ко-
митета г.г. Селген



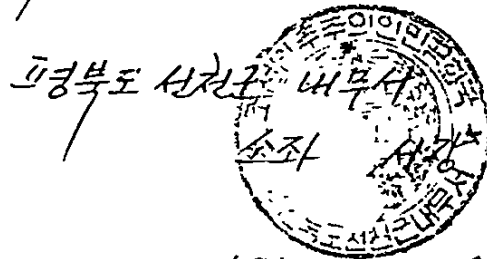
확 인 증

1952년 11월 19일 평양시간으로 0시
(12시) 40분 경에 우리의 선천에 미국 비행
기 B-29가 우리의 선천을 통과한 후 마지막 비
행기는 우리의 조령등안에 떨어졌다.

그때에 우리의 야간 전투대는 그 적기에대
하여 두번째 사격을 가하자 적기 (B-29)
는 불탄 땀의편서 우리의 관내인 신미도섬
으로부터 7-8km 떨어진 해변(바다)에
나가 추락되었음을 확인한다.

이 비행기가 추락된 후 신미도섬과 해변 주변
에서 락하산으로 추락된 락하산 부대를 찾았
으나 끝끝내 발견하지 못하였다.

이러한 사실에 대하여서는 모든 주민들과
내무원들과 선천군 인민위원 및 해변인민위원
회 위원들이 보았다 그리하여 이것이 정
확함을 확인하노



김 병식

1952년 11월 22일

Подтверждение.

19 ноября 1958 года в 0 часов 40 минут по
Стандартному времени на наш город
Сенген был нанес американский самолет
типа B-29.

Самое близкое поселение самолет
попал в пролетах.
Наш наблюдатель открыл по нему
огонь и со второй очереди сбросил
самолет противника, который
горюшки ушел в лес и упал
в нашем районе за островом
Синди - то 7-8 км.

При обходе берега и острова
Синди - то парашютистов не обна-
ружено.

Это видели все жители, поли-
ция и народный комитет города
Сенгена и жители окрестных
деревень.

В том и подтверждено
нашими полицией
города Сенгена

майор Ким - Вон - Ен

Сержант



ст. 1-м

Ким - Вон - Ен

확 인 증

1952년 11월 19일 평양시간으로 0시 (12시)
40분경에 부양리층상공에서 적기 B-29를
야간 야간 전투기가 세번재 사격을 가
한 결과 적기는 불을 뿜으면서 신미도섬
으로 5-7km인 바다에 불을 뿜음과 함께
바다에 추락되었다.
야간에나 또한 아침에 해변에 여러사람
들이 나가서 락하산으로 추락되었는가 하여
락하산 병을 찾았으나 찾지 못하였다.
이것을 신미도섬으로부터 8km 떨어진 곳에
있는 부양리에 "전체 주민들이 보았음은 이에
정확함을 확인함

평양북로 신천군 부양리
리인위원장 위인장 리운실
1952년 11월 21일



подполковник.

19 ноября 1952 года в 0 часов 40 минут по Аляскинскому времени над нашей деревней Тузурри по самолётному противнику Б-29 нами использованы все средства, в результате чего после трёх выстрелов самолёт противника загорелся и пробыл 5-7 км от острова Шибби-то горящими унами в море.

При облёте ночью и утром на расстоянии не нами.

Это видены все наши деревни Тузурри, которая расположена на берегу залива и находится в км. от острова Шибби-то.

В том и подполковником председателем народного комитета уезда Рен-кен деревни ~~Тузурри~~

조선민주주의



인민공화국

내무성

확인증

1952년 11월 19일 평양 시간으로 0시
 (0시) 40분경에 적기 B-29형 1대를
 우리 조영동부대가 빛이결과 고개를
 비행하는 우리의 2열상공에 와서 우리의
 야간전투기가 두번재 사격을 가한
 후 적기 B-29는 붉은 병이면서 신비로
 웅으로부터 약 8-10km에다가 바다
 에 추락하였음은 확인한다
 그후 우리의 대부원들은 즉시 항해하면서
 다가 보았으나 비행기에서 추락된
 적기 사체는 찾지 못하였다

평양부도 선천부도 남연분부서
 조영동부대장 김부재

남연인민위원회
 위원장 리동학 1952년 11월 21일

조선민주주의

인민공화국

내무성

Подтверждение.

19 ноября 1952 года в Отдел ЧА имело место столкновение в воздухе один самолет противника типа Б-29 в направлении нашей территории со второй стрельбы. Затем его после этого этот самолет над нашей территорией прошел к острову Санди-то примерно в 16 километрах и упал в море. Это мы видели и сразу мы смогли парашютистов. Но их не нашли на нашей берегу.

Всем и подтверждаю.

Начальник полиции [подпись]

Нам-мн [подпись]

Тревога [подпись]

Кам-ван-Тан

10. 정기 추락 확인증

1952년 11월 19일 밤 11시 40분 경에 우리야
간전투의 상경 해인하여 정주군 면 시비도쪽 개인
바다 데. 정기(B-29형) 1대가 추락 되었음을
확인함

평안북도 정주군 내무서
서장 리 주 갑
1952년 11월 20일
정주면에서

No. 정기추락확인증

1952년 11월 19일 밤 11시 40분 경에 우익아
간전투기의 ^{사격}에 의하여 평주군 면 ^{신비도쪽 7Km} 바다에 정기(B-29형) 1대가 추락 되었음을
확인함

평안북도 평주군 내무서
서장 리주갑
1952년 11월 20일
평주면에서

조선민주주의

인민공화국

내무성

확인증

1952년 11월 19일 조선시간으로 밤 10시(12시)
 40분경에 내무원 감시대에서 야간 공중전을
 감시한 결과 즉 조명등에 B-29를 빛인결과
 우리 야간전투기가 후방에 사격을 함한 후 비
 행기는 불은 뿜으면서 바다로 행해 나가
 신비도섬으로부터 서쪽 8km에서 바다에
 추락되었음을 확인함

평북도 정주군 내무서

서장 리주갑

20/11-52년

조선민주주의 인민공화국

내무성

Подтверждение

19^{го} ноября 1958 г. в 0 часов 40 минут по Гриневицкому времени, в соответствии с представителем нашей подлодки в воздухе, воздушный транспортный самолет Т-29 по маршруту следования нам не прибыл.

После второй очереди с-м загорелся и горючий ушел в море где и упал возле острова —

Синда-то, западное КМ.

В зем. и подтверждено

названием полчи

города Синда-то

Майор:

Перевод произвел

С. С. И. КНР

Су-29-ка
Кей-80-наш

Подтверждения

18.11.52 в 23.44 лугом проекторной станции ⁴²433
был освещен самолет типа Б-29 и сопровождался
в трех лучах в течение четырех минут.
В сопровождении принимали проекторные
станции китайского б-на. В 23.45 наш истреби-
тель произвел первую атаку по освещенному
самолету. Траасса прошла мимо. В 23.47 истре-
бителем повторил атаку с близкой дистанции.
Всего визуально было отмечено три пролета. После
второй траассы Б-29 встали и гермизий удалился
из лучей в направлении острова Селби-то.
Подтверждаю, что самолет горел и что летчик
произвел две атаки

Командир проекторной роты
части п/п 16899 и/р Бурмисин (Буклемишев)

22.11.52г.

СЕКРЕТНО

Экз. № 1

ВЫПИСКА ИЗ ПРИКАЗА

части полевая почта 51140

28 ноября 1952 года № 0164

СОДЕРЖАНИЕ: О выплате денежного вознаграждения за сбитый самолет противника Б-29 старшему летчику части пп 49693 старшему лейтенанту ДОБРОВИЧАН.

На основании директивы тов. ШТЕМЕНКО № 65/089 от 17.1.52г. и директивы Главкома ВВС ВС от 24.1.52г.

П Р И К А З Ы В А Ю :

Старшему летчику части пп 49693 старшему лейтенанту ДОБРОВИЧАН К.Н. выплатить денежное вознаграждение за сбитый им самолет противника Б-29 в ночь с 18 на 19.11.52г. в сумме 1500 рублей.

ОСНОВАНИЕ: Рапорт командира части пп 49693 от 24.11.52г.
Рапорт командира АЭ от 19.11.52г.
Рапорт летчика старшего лейтенанта ДОБРОВИЧАН от 19.11.52г.
Акт поисковой комиссии от 24.11.52г.
Подтверждения местных властей.

п.п. КОМАНДИР ЧАСТИ ПП 51140
ГВАРДИИ ПОЛКОВНИК КОМАРОВ

п.п. НАЧАЛЬНИК ШТАБА ЧАСТИ ПП 51140
ПОЛКОВНИК АНУФРИЕНКО

В Е Р Н О : БРИД. НАЧАЛЬНИКА ШТАБА ЧАСТИ ПП 49693
ГВАРДИИ МАЮР: - *Анн* АНУФРИЕНКО /

" 30 " ноября 1952 года.

TFR 506-45

[Handwritten "199"]

Outgoing no 00501
20 Nov 52

TOP SECRET
copy no 2

TO THE COMMANDER, 64TH FAC

COMBAT REPORT NO 00324, PVO SECTION, 64TH FAC,
STOGOVO, 2200, 19 NOV 52, MAP 500,000, 41-42

1 During the previous 24 hours, the enemy air force's bomber, ground attack, and reconnaissance aircraft did not enter the firing zone of the 87th and 92nd Anti-aircraft Artillery Divisions

Two single enemy aircraft entered the illumination zone

- At 2325 on 18 Nov 52, an enemy jetfighter passed along the southeastern edge of the illumination zone at an altitude of 7000-7500 meters. The aircraft withdrew to the northeast when the searchlights were turned on.

- At 2342 on 18 Nov 52, a B-29 at an altitude of 6000 meters, was illuminated by searchlights and held in three beams for three minutes and 40 seconds. The illuminated enemy aircraft was attacked by our MiG-15 (no 56) and shot down.

The burning enemy aircraft crashed to the south of the 11th zone.

2 During daylight hours, F-86 fighters from the screening groups, flew over targets, defended by anti-aircraft artillery, and the near approaches to them, at altitudes of 8000-11000 meters.

Anti-aircraft artillery units of the 87th and 92nd Anti-aircraft Artillery Divisions did not fire, but remained in readiness, carrying out combat and political training.

3 The strength of the units remains unchanged.

At 0600 on 19 Nov 52, a searchlight platoon, consisting of a RAP-150 and two 3-15-4 stations commanded by Maj Zarubin, left for the Sensen area to provide nighttime support for our fighters.

4 One of the 666th Anti-aircraft Artillery Regiment's SON-3k is out of action, due to a broken crankshaft in the "Kirovets" D-35 diesel engine.

DEPUTY COMMANDER, 64TH FAC FOR PVO
COLONEL [signature] (BOBAKHO)

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400 7-R
Date 13 Jul 99 Initials: [signature]

[TFR 542-246a]

two copies made
copy 1 for the addressee
copy 2 for the file
Compiled by Lutsenko
Sent by Pankratov
20 Nov 52, no 580
s rt [illegible] 18

[TFR 542-246b]

[Handwritten "200"]

Outg in no 00915
19 Nov 52,

19 Nov 52

TOP SECRET
copy no 1

TO THE DEPUTY COMMANDER, FPN UNIT 54892
FOR PVO

Cape Sydaogou

COMBAT REPORT NO 324, HEADQUARTERS, FPN 10899,
ANDUN, 19 NOV 52. 1800, MAP 200,000, 1946

[In the upper left-hand corner is a note, addressed to "ZNO" and states "Prepare a draft order (monetary awards) report today " Dated 20 Nov 52 and signed by Bobakho]

1 During the night of 18-19 Nov 52, the enemy carried out bombing and reconnaissance flights with B-29 medium bombers and a single jet fighter, at altitudes of 6000-7000 meters, in areas adjacent to the searchlight illumination zone from the east At 2325 on 18 Nov 52, an unidentified jet aircraft (target no 73) passed over the southeastern edge of the searchlight illumination zone at an altitude of 7-7,500 meters When we turned on the searchlights at 2326 it withdrew to the southeast Target no 75 was a single B-29 flying at an altitude of 6,000 meters, which at 2342 was illuminated by RAP-150 and 3-15-4 stations of position no 433 and held in three beams for three minutes and 40 seconds A MIG-15 (no 56) carried out two or three attacks on the illuminated B-29 and fired four bursts The aircraft began to burn and crashed south of the 11th zone

From 2310 on 18 Nov 52 to 0019 19 Nov 52, four MIG-15s patrolled in the waiting areas of the searchlight illumination zone

2 There were no personnel or materiel losses On 18 Nov 52, two 3-15-4 stations were deployed to position numbers 533 and 423 At 0600 on 19 Nov 52, a searchlight platoon of the 4th Company, consisting of one RAP-150 station and two 3-15-4 stations, commanded by Maj P T Zarubin, left for position no 1 (Sonchen) to support the night combat activities of PVO fighters

3 Communications worked satisfactorily

4 During the hours of darkness, personnel maintained operational readiness on the equipment Intelligence observers maintained the aerial observation, warning, and communication service around the clock

5 On 19 Nov 52 a scheduled exercise was conducted with platoon commanders and RAP-150 station chiefs

[TFR 542-247a]

Attachment A diagram of enemy air force over flights and the route of the 4th Company's mobile searchlight platoon on one page

COMMANDER,
UNIT FIELD POST 10899
- COLONEL -
(signature) /BELENKO/

[Handwritten "Deputy"] CHIEF OF STAFF
UNIT FIELD POST 10899
- LIEUTENANT COLONEL -
(Tsvetukhin's signature) /YANUSHEVICH/

[There is an illegible signature in the bottom center, followed by the date 20 Nov 52]

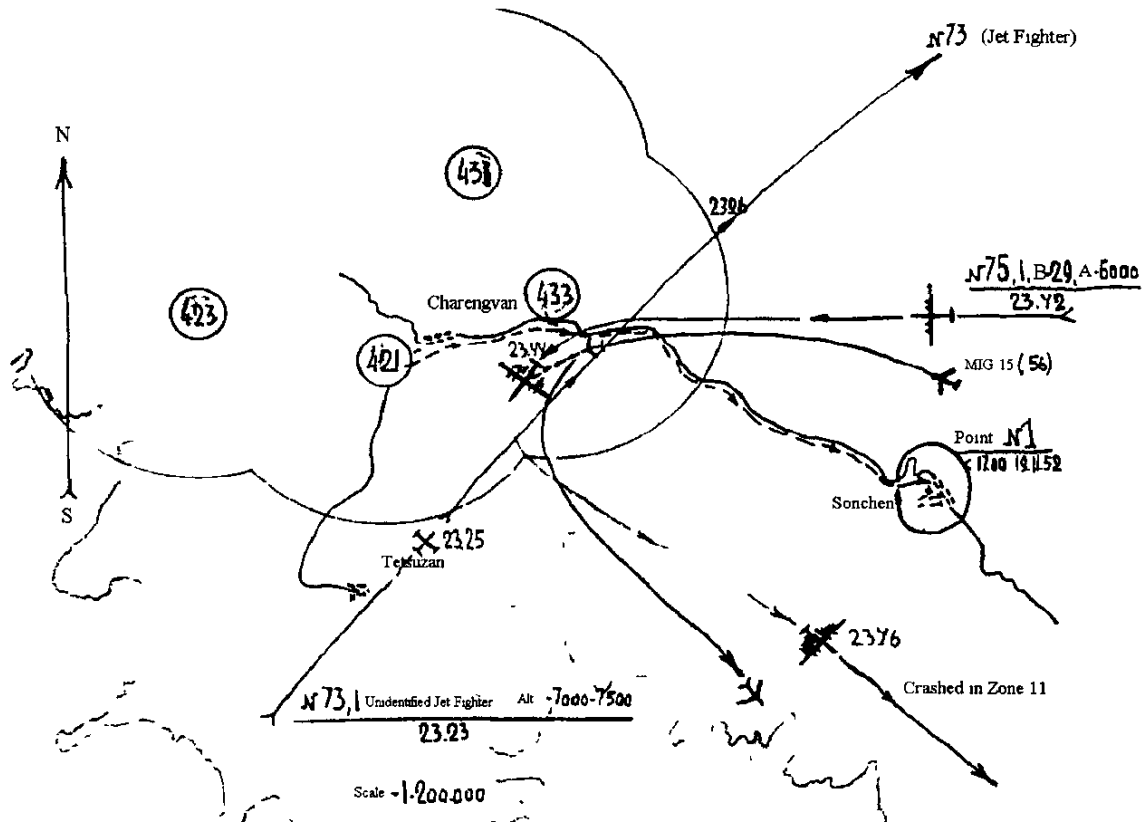
[TFR 542-247b]

201-

№ 2 № 1355
19 11-1952

TOP SECRET
Copy No -

DIAGRAM
Enemy Aircraft Overflights and the Route of the Roving Searchlight
Platoon of the 4th Company



Made in 2 Copies
Copy No 1 to FPN 54392
Copy No 2 into the File
Originator Ivetukhin
19 Nov 52 No 2105
b/ch

COMMANDER FPN 10899
COLONEL
BELENKO
CHIEF OF STAFF
LT COLONEL
YANUSHEVICH

[TFR 542-248]

Исх. № 00501

194-
СОВ. СЕКРЕТНО

20 ноября 1952 г.

экз. № 2

КОМАНДИРУ 64 ИАК

БОЕВОЕ ДОНЕСЕНИЕ № 00324 ОТДЕЛ ПВО 64 ИАК
СТОГОВО 19.11-52 22.00 КАРТА 500000 41-42 гг

1. В течение суток бомбардировочная, штурмовая и разведывательная авиация противника в зону огня ЗА частей 87 и 92 зенит не входила.

В зону СПП входило два одиночных самолета противника:

- в 23.25 18.11-52 г. на высоте 7000-7500 м. один реактивный истребитель противника прошел юго-восточным краем зоны СПП. При открытии лучей самолет удалился в северо-восточном направлении.

- в 23.42 18.11-52 г. на высоте 6000 м. один Б-29 был освещен лучами прожекторов и сопровождался в трех лучах в течение 3 мин. 40 сек. Освещенный самолет противника был атакован нашим истребителем МиГ-15 (индекс 56) и сбит.

Горящий самолет противника упал южнее II зоны.

2. В светлое время над обороняемыми объектами ЗА и на ближних подступах к ним действовали истребители Ф-86 из групп истребительного "заслона" на высотах 8000-11000 метров.

Части ЗА 87 и 92 зенит огня не вели, несли боевую готовность и занимались боевой и политической подготовкой.

3. Боевой и численный состав частей без изменений.

В 06.00 19.11-52 г. один прожекторный взвод в составе одной РАП-150 и двух станций З-15-4 под командованием майора ЗАРУБИНА выехал в район Сенсен для обеспечения ночных боевых действий наших истребителей.

4. Из-за технических неисправностей в 666 зенит не работает одна СОН-Эк - сломан коленчатый вал дизеля "Кировец" Д-35.

Отп. 2 экз.
экз. № 1 - в адрес
экз. 2 - в дело
Исп. Луценко
Отп. Панкратов
20.11-52 г. В 530
с рт " 18.

ЗАМ. КОМАНДИРА 64 ИАК ПО ПВО

ПОЛКОВНИК

Панкратов
(БСБАХО)

Цех. № 00915
19. 11. 52

Вх. № 1355 - СОВ. СЕКРЕТНО
19. 11. 1952 г. ЭКЗ. № 1

Зав
подполковник Куроп
полковник (в отпуске) Уликин
полковник (в отпуске) Степанов

полковник (в отпуске) Степанов
полковник (в отпуске) Степанов
полковник (в отпуске) Степанов

ЗАМЕСТИТЕЛЮ КОМАНДИРА ЧАСТИ ПП 54892
ПО ПРОТИВОВОЗДУШНОЙ ОБОРОНЕ

М. Сыдаогоу

Боевое донесение № 324, штаб части п.п. 10899,
г. Аньдун, 19.11.52, 18.00, карта 200000-46 г.

1. В течение ночи с 18 на 19 ноября 1952 года противник средними командировщиками Б-29 и одиночным реактивным истребителем на высотах от 6000 до 7000 метров производит командировочные и разведывательные полеты в районах, прилегающих к СПП с востока. В 23.25 18.11.52г. один неопознанный реактивный самолет (цель № 73) на высоте 7000-7500 метров прошел юго-восточным краем СПП. При открытии тучей в 23.26 улетит в северо-восточном направлении. Цель № 75, один Б-29 на высоте 6000 метров в 23.42 был освещен тучей станции РАП-150 и 3-15-4 позиции № 433 и сопровождается в трех тучах в течение 3 мин. 40 сек. По освещенному самолету Б-29 истребитель ММГ-15 (индекс тетки - 56) произвел 2-3 атаки, выпустив четыре очереди. Самолет загорится и упал южнее 11 зоны. В период с 23.10 18.11.52г. до 00.19 19.11.52г. в зонах ожидания СПП патрулировано 4 истребителя ММГ-15. Маршрут протета авиации противника в границах СПП показан на прилагаемой схеме.

2. Потеря точного состава и материальной части нет. 18.11.52г. на позициях № 533 и 423 развернуты две станции 3-15-4. 19.11.52г. в 06.00 прожекторный взвод 4 роты в составе 1 станции РАП-150 и 2 станций 3-15-4, под командой майора ЗКРУВИНА П.Т. выехат в пункт № 1 (Сончен) для обеспечения ночных боевых действий истребителей ПВО.

3. Средства связи работати удовлетворительно.

4. Точный состав в темное время нес боевое дежурство на материальной части. Разведчики-наблюдатели круглосуточно нести службу ВНОС.

5. 19.11.52г. проведено плановое занятие с командирами взводов и начальниками станций РАП-150.

ПРИЛОЖЕНИЕ: Схема протета авиации противника и маршрута кочующего прожекторного взвода 4 роты на 1 листе катки.

КОМАНДИР
ЧАСТИ ПОЧЕВАЯ ПОЧТА 10899
ПОТКОВНИК:-

(Подпись) (БЕЧЕНКО)

НАЧАЛЬНИК ШТАБА ЧАСТИ
ПОДПОТКОВНИК:-

(Подпись) (ЛНУШЕВИЧ)

(Подпись)

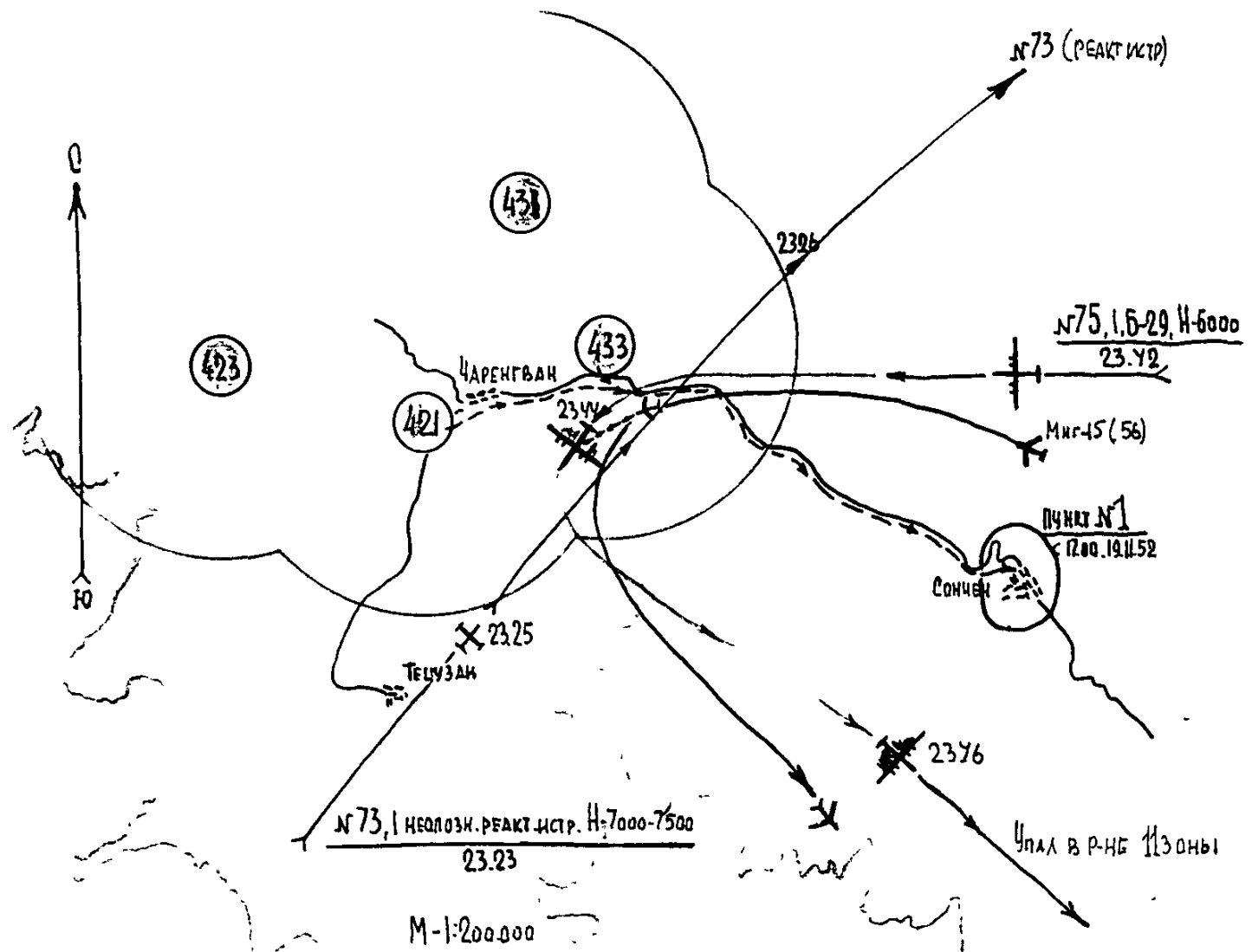
201-

Р. З. № 1355
19 11-1952г.

СОВ. СЕКРЕТНО
Скз. №

С Х Е М А

протета авиации противника и маршрута кочующего прожекторного
звода 4 роты



Лист. 2 из 2.
Скз. № 1 п.п. 54301
Скз. № 2 в дето
Лист. Ветухин

КОМАНДИР ЛОТ' п.п. 10899
ПОТ. ОБНЧР :-