

RESTRICTED

ACCIDENT NO.

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

45-3-14-535

10 planes

4-23

(1) Place AAF STATION 123 - APO 558 (2) Date 14 March 1945 (3) Time 0910
 AIRCRAFT: (4) Type and model B-24 (5) A. F. No. 44-0118 (6) Station AAF 123
 Organisation: (7) 24d VIII (8) 450th Bomb (M) (9) 7500 Bomb (M)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL 458 BH

2180

DUITY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
10	Petty John, Frank L.								

(20) ~~First name~~ (21) ~~Last name~~ (22) ~~Serial number~~ (23) ~~Rank~~ (24) ~~Personnel class~~ (25) ~~Branch~~ (26) ~~Air Force or Command~~ (27) ~~Result to Personnel~~

Assigned (28) 24d VIII (29) 450th Bomb (M) (30) AAF 123
 (Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (31) (32) (33) (34)
 (Command and Air Force) (Group) (Squadron) (Station)

Original rating (35) (36) Present rating (37) (38) Instrument rating (39) (40)
 (Rating) (Date) (Rating) (Date)

First PILOT HOURS:
 (41) This type NONE (42) Instrument time last 6 months
 (43) This model (43) Instrument time last 30 days
 (44) Last 90 days (44) Night time last 6 months
 (45) Total (45) Night time last 30 days

no violations

AIRCRAFT DAMAGE

Fire

DAMAGE	YES	NO	(46) LIST OF DAMAGED PARTS
(46) Aircraft	<u>W</u>	<u></u>	<u>Complete airplane destroyed.</u>
(47) Engine(s)	<u>W</u>	<u></u>	
(48) Propeller(s)	<u>W</u>	<u></u>	

(49) Weather at the time of accident Light Fog Wind SW 5 MPH.

(51) Was the pilot flying on instruments at the time of accident
 (52) Cleared from (53) To (54) Kind of clearance 5

(55) Pilot's mission H

(56) Nature of accident Miscellaneous - Tracers ignited gas tanks and incendiary bomb.

(57) Cause of accident Other personnel. (100%)

(58) No Form 54 being submitted.

Incl #1 -

RESTRICTED

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

The waist gunner, S/Sgt Jack L. Pettyjohn, 37521828, of aircraft B-24J, 42-50555 carelessly failed to check closely for ammunition in his gun before pulling the trigger. Several rounds went off which ricocheted into the bomb bay and left wing tank, of a nearby airplane, igniting an incendiary bomb and gas tanks, which set the airplane afire, exploding the bombload which completely destroyed the airplane and caused various degrees of damage to nine other aircraft. When smoke and fire appeared from the airplane, the fire truck proceeded immediately to the scene and attempted to extinguish the fire for about two minutes, whereupon the bomb disposal officer stated, that the time limit had expired and that all personnel should abandon the area because of danger of the bombs exploding.

The gunner has had 32 combat missions, and is fully aware of the proper method in checking his gun. He is entirely responsible for the accident, in that he admittedly failed to check for ammunition over the belt holding pawl.

RECOMMENDATION:

It is recommended that gunners remain more alert in checking their guns, and that gunnery officers continue to brief the gunners prior to each mission on the proper methods of checking their guns.

Allen F. Herzberg
 ALLEN F. HERZBERG, O-21427
 Colonel, Air Corps,
 President.

James A. Hoog
 JAMES A. HOOG, O-38596
 Lt Col, Air Corps

Walter W. Livell
 WALTER W. LIVELL, O-23032
 Major, Air Corps.

Signature _____
 (Investigating Officer)

Date _____

The following is a list of aircraft receiving damage on 14 March 1945 and the extent of damage of each airplane.

MAJOR DAMAGE

B-24J, 44-4285 *TABLE STUFF*

1. Nose turret dome cracked.
2. Hole in right side nose wheel well.
3. Fuel transfer system cut.
4. Holes on right side of fuselage.
5. Electrical wires cut.
6. Right and left stabilizer and rudder damaged.
7. Skin above transfer system cut.
8. Hole through wrap cowling on #1 engine.
9. Rear co-pilot's window cracked.
10. Hole through right aileron.

B-24J, 44-10502 *TEN GUN DOTTIE.*

1. Right side of nose wrinkled.
2. Several holes on right side of fuselage.
3. Right waist window cracked.
4. Co-pilot's slide window cracked.
5. Right aileron damaged.
6. Bombardier's window busted.
7. Right and left fins damaged. Right rudder and fin to be changed. Rudder sprung and brace on fin cracked.

B-24J, 42-50555 *BABY SHOES*

1. Bombardier's window cracked.
2. Co-pilot's window cracked.
3. Several holes in right side of fuselage.
4. Right nose wheel door damaged.
5. Right side of fuselage, back of waist window wrinkled.
6. Right vertical fin damaged, also left fin.
7. Right rudder warped, also left rudder.
8. Nose wheel flat.

B-24J, 44-40273 *HOWLING BANSHEE*

1. Both elevators burnt.
2. Large holes in both rudders.
3. Skin buckled aft of left waist window.
4. Holes in both vertical fins.
5. Large and small holes in fuselage.
6. Pilot's window out.
7. Holes in upper skin of both wings.
8. Tail light damaged.
9. Radio compass antenna damaged.

MINOR DAMAGE

B-24J, 44-40287 *BACHELORS BEDLAM*

1. Hole at station 3.2.
2. Repair wiring at station 3.2.
3. Replace #1 prop, hole in blade.
4. Hole in left aileron.

B-24J, 42-100408

1. Hole in leading edge of right wing main spar damaged. Wing to be replaced.
2. Right aileron damaged.
3. Hole in leading edge of horizontal stabilizer.
4. Bombardier window shattered.

B-24J, 42-50912 *THE TRAVELIN BAG*

1. Left waist window broken.
2. Skin buckled under left waist window.

B24J, 44-40277 *MISS USED.*

1. Skin buckled under left waist window.
2. Hole in Astro Dome.
3. Tail turret dome broken.
4. Right aileron warped and damaged.
5. Hole in fuselage near co-pilot's window.

B-24D, 42-11-141 *BREEZY LADY*

1. Large hole in left rudder. ✓
2. Horizontal stabilizer has several large holes.
3. Holes in both vertical fins.
4. Large holes in tail part of fuselage.
5. Large hole in right wing. Tail to be removed to repair hole.
6. #4 cowl flap and propeller damaged.
7. Aerial mast torn from skin top of fuselage.

Walter H. Lavelle
WALTER H. LAVELL,
Major, Air Corps,
Air Inspector.

RESTRICTED

S T A T E M E N T

I have been informed of my rights as to remaining silent and that anything I might say can be used for or against me.

My name is Jack L. Pettyjohn, S/Sgt, 37521828, 753d Bomb Sq, 458th Bomb Gp (M). I am flight waistunner on ship #555 A Able. On the 14th of March I arrived at the ship at about 0845, got into the ship, checked my oil buffer and head space, forgot to check feed. I disassembled my gun and corrected feed. I then changed my gun with my cover up. I closed cover down and checked to see if cover was alright. While I was talking to two other fellows in the plane, one was T/Sgt Lloyd Brown and the other unknown to me, I forgot to look to see if ammunition was over belt holding pawl. I charged my gun and approximately five rounds went off.

I dont know whether my finger was on he trigger or not. It is reasonable to conclude that it probably was since on clearing my gun immediately after burst I found one unspent round in the chamber. MY check revealed no circumstances which would cause the burst without a pull on the trigger.

I jumped out of the ship to see if my buddies across the perimeter were alright as the burst hit their ship. I saw smoke coming out and flares firing. I told my Tail Gunner and the other two boys working in the waist to run for it; the ship I had hit was on fire. We all ran.

Soon, thereafter, I made report to proper authorities.

I have credit for thirty two (32) missions in the ETO. I know that I should not have had ammunition over the belt holding pawl while charging my gun. I have been instructed that this is wrong many time during my training in the States and even more times over here. I have been so briefed by a Gunnery Officer prior to every mission I have participated in at this Station.

/s/ Jack L. Pettyjohn
/t/ Jack L. Pettyjohn,
S/Sgt, 37521828

Subscribed and sworn to before me this 14th day of March 1945.

/s/ Max M. Sokarl,
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate.

A TRUE COPY

Walter W. Lavelle
WALTER W. LAVELL,
Major, Air Corps.

RESTRICTED

14 MARCH 1945.

ACCIDENT STATEMENT

AT 0910 HOURS RED FLARES WERE FIRED FROM SEVERAL AIRCRAFT IN THE 753RD DISPERSAL AREA OF THIS STATION. SMOKE IN SMALL AMOUNTS WAS OBSERVED COMING FROM #2 ENGINE OF 118-S IN DISPERSAL 36. A JEEP WAS SENT TO INVESTIGATE BUT BEFORE HE HAD LEFT THE TOWER FLAMES WERE VISIBLE AND FIRE TRUCK AND AMBULANCE WERE CALLED TO THE SCENE. IT WAS SOON OBVIOUS THAT IT WAS A SERIOUS FIRE AND A TANNOY MESSAGE WAS BROADCAST "ALL PERSONNEL IN 753RD DISPERSAL AREA CLEAR IT IMMEDIATELY". THE FIRE TRUCKS WERE ON THE DISPERSAL FIGHTING THE FIRE WHEN THE BOMB RECONNAISSANCE OFFICERS ADVISED THAT SAFETY TIME WAS GONE AND TO FALL BACK FROM THE FIRE. ALL PERSONNEL WERE ORDERED BACK BEYOND 2000 FT. A FURTHER TANNOY BROADCAST WAS GIVEN "ALL PERSONNEL CLEAR 753RD DISPERSAL AREAS SHIP ON FIRE HAS BOMBS ABOARD". JUST A FEW MINUTES AFTER PERSONNEL WERE CLEAR OF THE AREA THE FIRST EXPLOSION OCCURRED. THIS WAS FOLLOWED BY A BREAK OF ABOUT FOUR MINUTES AND ANOTHER EXPLOSION FOLLOWED.

THE AIRCRAFT 118-S WAS COMPLETELY DESTROYED AND 6 AIRCRAFT OF THE SQUADRON IN THE CLOSE PROXIMITY OF 118 WERE DAMAGED. EXTENT OF DAMAGE TO OTHER AIRCRAFT UNKNOWN.

WEATHER: NLC - 0900 WIND SW AT 5 MPH LIGHT FOG.

Robert C. Sellers
ROBERT C. SELLERS,
CAPTAIN, AIR CORPS
FLIGHT CONTROL O.

S T A T E M E N T

"My name is William D. Kash, O-863698, 754th Bomb Sq, 458th Bomb Gp (H), AAF 1-3, APO 558. Captain Lester Heath, 753d Bomb Sq, 458th Bomb Gp (H), is the Group Gunnery Officer and has been on DS to ZOI for one month. There are three Gunnery Officers, Lt MASCHE, 755th Bomb Sq, Lt LOUTHER, 752d Bomb Sq and myself, at this field. In the absence of Captain HEATH, I am Acting Group Gunnery Officer. At each briefing one Gunnery Officer is present to give information to gunners pertinent to gunnery.

The instructions given are those ordered by Lt Col FREDERICK M. O'NEILL, Group Operations Officer. These instructions were and have been in effect since 7 February 1945 when I arrived at this station after being on DS for three months and have been given at every briefing.

On or about 0745, 14 March 1945 I attended a briefing at this Station and in the performance of my duties I gave substantially the following instructions in accordance with my orders.

(Gunnery is instructed that there will be no rounds charged into or through their guns until the ships are airborne. Only after thoroughly pre-flighting their guns will the belt of ammunition be placed into position so that one round can be placed over the belt holding pawl. Thereafter the guns will be stowed until airborne.)

Obviously such instructions apply to all gunners in aspect to all guns.

/s/ William D. Kash
/t/ WILLIAM D. KASH,
1st Lt, Air Corps.

Subscribed and sworn to before me this 14th day of March.

/s/ Max M. Sokarl
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate

A TRUE COPY.

Walter W. Lavell
WALTER W. LAVELL,
Major, Air Corps.

RESTRICTED

1686th ORD. S. & M. CO. (AVN.)
AAF 123 APO 558

KAA

16 March, 1945

STATEMENT

During the morning of 14 March 1945, at approximately 0910 hours, the undersigned, acting in the capacity of Station Bomb Reconnaissance officer, was informed that a bomb-laden aircraft of this Station was afire. Immediately the Bomb Reconnaissance Officer and assistant proceeded to the scene of the fire.

Upon arrival at the scene of the fire the Bomb Reconnaissance officer and assistant caused all personnel, other than fire fighters, to be evacuated to a minimum distance of 500 yards. The Bomb Reconnaissance officers stayed in the immediate vicinity of the burning aircraft. After approximately one minute had elapsed the Bomb Reconnaissance officer considered it proper to evacuate the area completely of all personnel in view of the fact that, in his judgement, the fire was too intense and could not be safely extinguished before detonation of bombs occurred.

Approximately one minute after the fire fighting personnel had evacuated the area the first high order detonation occurred. Three high order detonations were observed.

William D. Lemkowitz
WILLIAM D. LEMKOWITZ,
Capt., Ord. Dept.,
Bomb Reconnaissance Officer.

RESTRICTED

RESTRICTED

S T A T E M E N T

"I, George M. Vanwey, Technician Fifth Grade, 3846487, 2.16th Sqr F/F Platoon, AAF Station 143, APO 558, was sitting in the crash snack when someone came in and said there was a ship on fire. We went to the scene of the fire with a 150 C.O.2, crash tender. The plane which later blew up and the number of which I am told was #118, was burning in the cockpit, the left wing and the bomb-bays. I went into the bomb bay with a C.O.2 line. The fire was mostly on the left side of the fuselage of the bomb bay and it looked to me like a gasoline fire. I hit it with some C.O.2 and it went out and then I tried to get to the fire in the flight deck, but I could not stay long for C.O.2 gas. I came out of the bomb bays for air and someone said to leave the plane might blow up any minute.

/s/ T/5 George M. Vanwey,
/t/ George M. Vanwey,
T/5, 3846487

Subscribed and sworn to before me this 16th day of March 1945.

/s/ Max M. Sokarl,
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate.

A TRUE COPY.

Walter W. Lavell
WALTER W. LAVELL,
Major, Air Corps.

RESTRICTED

RESTRICTED

S T A T E M E N T

"My name is William K. Clark, Sgt, 1138059, 759d Bomb Sq, 458th Bomb Gp (M). I am the left waist gunner on Lieutenant W. F. Snow's crew. On 14 March 1945 at 1900 hours I was at my position in the waist of a B-24 #118, getting ready for mission we were to fly that morning. I was standing talking to the engineer and upper turret gunner when I heard the sound of shots. Where the bullets came from I do not know but there were several ships around us where they possibly could have come from. At this time Sabino Alvarado and Lawrence Turner both Sgts were with me in our ship. The bullets appeared to have pierced the bomb bay and to have struck one of the incendiaries which we were carrying. I saw a flash in the bomb bay and a sizzling sound which put into my mind that a fuse was about to go off. The three of us hurriedly evacuated the ship through the rear escape hatch and ran a safe distance from the plane. It was but a few seconds after the bullets hit the ship that smoke was seen coming out through the top escape hatch on the flight deck. We observed the fire on the ship until the situation got pretty serious then we hurried to safety in the Hangar Area. The explosion occurred when I was in front of Hangar No. 1. I observed the explosion. The ship blew up.

/s/ William K. Clark,
/t/ William K. Clark,
Sgt, 1138059.

Subscribed and sworn to before me this 16th day of March 1945.

/s/ Max M. Sokarl,
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate.

A TRUE COPY.

Walter W. Lavell
WALTER W. LAVELL,
Major, Air Corps.

RESTRICTED

RESTRICTED

S T A T E M E N T

"My name is, Sabino M. Alvarado, Sgt, 39575953, 7500 Bomb Sq, 458th Bomb Gp (B), I am the Engineer and right waist gunner, on Lieutenant R. A. Brown's crew. On 14 March 1945, at 0900 hours, I was in the waist part of a B24 #118, getting ready for a mission we were to fly that morning. I was getting my oxygen mask and helmet ready, when I heard some bullets penetrating through the rear bomb bay, causing a "clash" and a sudden buzz. There were several ships around us and I couldn't tell where the bullets came from. At this time, Sgt W. K. Clark, and Sgt E. Turner were with me in the ship. They are members of my crew. Then, we left the ship, noticing as soon as we were out of the ship gas leaking out of the front bomb-bay. And, there was smoke coming out of the top escape hatch. We ran for safety and after a few minutes of burning, the ship exploded. By this time we were between Hanger #1 and Hanger #2, from where we ran in Hanger #2.

/s/ Sabino M. Alvarado,
/t/ Sabino M. Alvarado,
Sgt, 39575953.

Subscribed and sworn to before me this 16th day of March 1945.

/s/ Max M. Sokarl,
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate

A TRUE COPY.

Walter W. Lavell
WALTER W. LAVELL,
Major, Air Corps.

RESTRICTED

RESTRICTED

S T A T E M E N T

"My name is Lawrence Turner, Sgt, 39417981, 7:3d Bomb Sq, 458th Bomb Gp. I am the upper turret gunner on Lt. ROBERT A. BROWN's crew. On 14 March 1945, 0900, I was in the waist of a B24 No. 118, getting ready for a mission, we were to fly that morning. I was facing the bomb bay talking to two crew members when I heard shots and a cracking sound. There were three ships on our left, but I never saw which ship the shots came from, because I wasn't looking in that direction. At this time with me were Sgt Clark and Sgt Alverado in the ship; at this time we left the ship. When out, I saw gas running under the ship and saw smoke coming out of top hatch. I yelled at the crew chief to get off the wing. He jumped. He ran up to the ship, looked into the bomb bay and said top incendiary bomb on fire. I told him, let's get out fast, that gas is liable to go up, so we ran away, stopped a couple of jeeps, told them to get the fire truck, then we watched the ship burn.

/s/ Lawrence Turner
/t/ LAWRENCE TURNER
Sgt, 39417981.

Subscribed and sworn to before me this 16th day of March.

/s/ Max M. Sokarl,
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate.

A TRUE COPY.

Walter W. Lavell
WALTER W. LAVELL,
Major, Air Corps.

RESTRICTED

RESTRICTED

S T A T E M E N T

"My name is Arthur M. DeLaurelle, Sgt, 354 735, 73d Sq, 458 Bomb Gp. I am assistant crew chief on 118 a B-24 in our Squadron. On 16 March 1945 about 0810 I was in front of #1 Engine and I was ready to give Peltier a part for #1 engine as the ship was to go on a mission. Ship 555 to left forward of 118 about 50 yards. There were several airplanes near the ship. I had been working on #118 left and went to Tech Supply and returned to 118. As I approached the ship I heard a burst of shots and turned around to see where they came from. The only gun facing our ship was the right waist gun of 555. I heard it hit the airplane and turned to see where it hit and it hit the upper left front bomb bay. Some cement chips hit my legs as I was standing in front of No one engine and the burst hit the cement before going into the ship. Sgt Peltier inspected the bomb bay. The three enlisted men had gotten out, Peltier told me the bomb bay was on fire and we ran to get a jeep to get a fire truck. I later saw the ship explode.

/s/ Arthur M. DeLaurelle
/t/ Arthur M. DeLaurelle
Sgt, 35540735

Subscribed and sworn to before me this 16th day of March.

/s/ Max M. Sokarl
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate.

A TRUE COPY.

Walter W. Layzell
WALTER W. LAYZELL,
Major, Air Corps.

RESTRICTED

RESTRICTED

S T A T E M E N T

"My name is Jerome J. Peltier, rank S/Sgt, ASN 38259423, 753d Bomb Sq, 458 Bomb Gp. I am a crew chief on 118, a B-24, in our squadron. ON 14 March 1945 about 0915 hours I was on the left wing of ship, out on perimeter. I was working on #1 engine as the ship was to go on a mission. Ship 555 was to the left forward of 118 about 50 yards away. Altogether there were about 4 planes in that vicinity. As I was working I know there were 3 enlisted men, crew members, in the ship and the assistant crew chief was approaching the ship. As I was working I heard shots, looked up and saw a tracer bullet come from the left. This tracer hit the concrete and ricocheted into the bomb bay. I turned to get off the wing. As I turned and approached the top hatch to go through it, I noticed smoke coming out of the hatch. I then turned around and slid to the back of the wing and jumped off to the ground behind the wing. I then ran to the bomb bay to inspect it. On inspecting the bomb bay noticed that it was on fire. One of the incineraries seemed to be on fire. Figuring I couldn't do anything about putting out the fire I turned and ran to try to top a jeep that was passing to tell them to get a fire truck. I then left the area and later saw the ship explode.

/s/ Jerome J. Peltier,
/t/ JEROME J. PELTIER,
S/Sgt, 38259423.

Subscribed and sworn to before me this 16th day of March.

/s/ Max M. Sokarl,
/t/ MAX M. SOKARL,
1st Lt, Air Corps,
Trial Judge Advocate.

A TRUE COPY.

Walter M. Lovell
WALTER M. LOVELL,
Major, Air Corps.

RESTRICTED

ARMY AIR FORCES **A9**
REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 63-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.
Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

THIS REPORT WILL BE FORWARDED TO THE AIR FORCE HEADQUARTERS	ACTION	DATE	OTHER MODEL AND TYPE AIRCRAFT B-24D (copy) 45-344535	FLIGHT NO. 10
	PRELIMINARY REPORT RECEIVED			
	FORM RECEIVED			
	VERIFIED BY			
	ORDERED BY	1RR 530		
ORDER BY	EJ 6-9	No. AIRCRAFT INVOLVED	10	

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Base.
AAF Station 123 - APO 558 01-120 **AAF Station 123, APO 588**

2. WAS COLLISION WITH OTHER AIRCRAFT?
 Yes No **42-50555 44-40118** DATE **14/3/45** HOUR AND TIME ZONE **0910** Day Night

Section B—AIRCRAFT

1. AIRCRAFT No. **42-50555** TYPE **D** MODEL **B 24** SERIALS **J** HOME STATION **AAF 123** **Z 180**

4. AIR FORCE ON COMMAND **2-AD-8-AP8** SUBCOMMAND **8** WING **458h Bomb B/H** SQUADRON **753th Bomb**

5. DATE OF MANUFACTURE **1948** TOTAL HOURS **108** DATE LAST OVERHAUL **10/1/45** OVERHAULING DEPOT OR SUB-DEPOT **753th Bomb** HOURS SINCE OVERHAUL

6. Attach detailed statement of both crew and ground hearing on this accident which have not been furnished with. Describe action and give reasons for.

Section C—OPERATOR (Person at controls at time of accident)

1. LAST NAME **Pettyjohn** FIRST NAME **Jack** MIDDLE INITIAL **L.** GRADE **S/SGT.** BRANCH **AC** ASN **37521828** SEX **M** AGE **38**

2. ATTACHED STATION **AAF Station 123** AF ON COMMAND **8** SUBCOMMAND **8** WING **458h Bomb B/H** SQUADRON **753d Bom**

3. ASSIGNED STATION **AAF Station 123** AF ON COMMAND **8** SUBCOMMAND **8** WING **458h Bomb B/H** SQUADRON **753d Bom**

4. AERONAUTICAL RATED? Yes No **None** DATE RATED **None** 5. NORMAL DUTY STATUS

Section D—OPERATOR'S FLYING EXPERIENCE (including civilian)

FLYING YEARS: **10** (Total, in Army, Navy, Marine, Coast Guard, Civilian, etc.)

1. FLYING ON SOLO FLIGHTS: **10**

2. OTHER FLIGHTS ON OTHER AIRCRAFT: **None**

3. FLIGHTS ON OTHER AIRCRAFT: **None**

4. FLIGHTS ON OTHER AIRCRAFT: **None**

5. FLIGHTS ON OTHER AIRCRAFT: **None**

6. FLIGHTS ON OTHER AIRCRAFT: **None**

7. FLIGHTS ON OTHER AIRCRAFT: **None**

8. FLIGHTS ON OTHER AIRCRAFT: **None**

9. FLIGHTS ON OTHER AIRCRAFT: **None**

10. FLIGHTS ON OTHER AIRCRAFT: **None**

11. INSTRUMENT RATING: **None**

12. INSTRUMENT RATING: **None**

13. INSTRUMENT RATING: **None**

14. INSTRUMENT RATING: **None**

15. INSTRUMENT RATING: **None**

16. INSTRUMENT RATING: **None**

17. INSTRUMENT RATING: **None**

18. INSTRUMENT RATING: **None**

19. INSTRUMENT RATING: **None**

20. INSTRUMENT RATING: **None**

Section E—PERSONNEL INVOLVED (including operator and all other persons, whether in plane or not)

DUTY AT TIME OF ACCIDENT	NAME (Last Name First)	TYPE OF ASSIGNMENT (Type Code)	SERIAL No.	GRADE AND BRANCH OF SERVICE	FULL OR PARTIAL STATUS	Oth. Assignment (As Force on Command, Other Station and Type)	PARACHUTE				
							Used	Accident	Yes	No	
<input checked="" type="checkbox"/> Pilot	Pettyjohn, Jack L.	WG	37521828	S/Sgt. a/c	1	None	X				
<input type="checkbox"/>											
<input type="checkbox"/>											
<input type="checkbox"/>											
<input type="checkbox"/>											

Handwritten note:
45-344535-1