

radio 2-4

**REPORT OF MISSING AIRCRAFT
OR AIRCRAFT ACCIDENT**

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

NOT BRIEFED Section A - GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, county, nearest town—Distance and direction to accident
10 miles NW Kadona AB

2. NEAREST AIRPORT Suitable for landing this plane—Distance and direction to accident
Kadona Air Base

3. ELEVATION ABOVE S. L. at accident scene
15,000 ft

4. DATE OF ACCIDENT
1 Nov 52

5. HOUR AND TIME
1025 Item

6. DAY NIGHT
 DAWN DUSK

7. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft)
B-29 44-86392

8. INCIDENT TO FLIGHT
 NOT INCIDENT TO FLIGHT

9. CLASSIFICATION OF ACCIDENT:
 Major
 Minor

10. CLEARANCE
 IFR Local
 VFR Other

11. THIS WAS A: CAP FLIGHT
 AIR RESERVE FLIGHT
 ANG FLIGHT OTHER

12. FIRE OCCURRED BEFORE ACCIDENT
 FIRE OCCURRED AFTER ACCIDENT
 FIRE DID NOT OCCUR

13. AIRFIELD OF LAST TAKEOFF
Kadona AB

14. DURATION OF FLIGHT SINCE LAST TAKEOFF
45 Min.

15. MISSION OF FLIGHT (Use Form 1, Figure 6)
Formation Flying

16. ACTIVITY AIRCRAFT WAS ENGAGED IN JUST PRIOR TO ACCIDENT
Formation Flying

Section B - AIRCRAFT

1. AIRCRAFT NO.
44-61908

2. TYPE, MODEL, SERIES AND BLOCK NO.
B-29

3. ORGANIZATION REPORTING AIRCRAFT OR AF-110 REPORT

MAJOR COMMAND: **FEAF** SUBCOMMAND: **FEAF BOMCON** AF WING: **307th Bomb**

4. TECHNICAL ORDERS affecting this aircraft were not complied with at time of accident. (Last number and title of these T. O.'s on separate sheet.)

GROUP NUMBER AND TYPE: **---** SQUADRON OR UNIT: **372nd Bomb** BASE: **Kadona AB**

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

1. LAST NAME (Jr., II, etc.) **WEEKS, CHARLES** FIRST NAME **BANGROFT** MIDDLE NAME GRADE **1st Lt** COMPONENT **READ** SERIAL NO. **40821128** NATIONALITY AND RACE **US W** YEAR OF BIRTH **1923**

2. ASSIGNED BASE **MacDill AFB, Fla.** MAJOR COMMAND **SAC** SUBCOMMAND **2nd AF** AF WING **307th Bomb** GROUP NO. AND TYPE **---** SQUADRON OR UNIT **372nd Bomb**

3. ATTACHED BASE FOR FLYING **Kadona AB** MAJOR COMMAND **FEAF** SUBCOMMAND **FEAF BOMCON** AF WING **Same** GROUP NO. AND TYPE **Same** SQUADRON OR UNIT **Same**

4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED **Pilot 7 Jun 44** 5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED **Same** 6. PRIMARY DUTY ASSIGNMENT **Aircraft Commander**

7. TYPE OF INSTRUMENT CARD **WHITE** EXPIRATION DATE **1 Dec 52**

8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) Hours **1039**

9. TOTAL 1ST PILOT HOURS **258**

10. 1ST PILOT HOURS LAST 90 DAYS **76**

11. 1ST PILOT HOURS LAST 30 DAYS **50**

12. 1ST PILOT HOURS THIS MODEL (B-33, F-31, etc.) **157**

13. OTHER PILOT HOURS (CP, C, SC) THIS MODEL **37**

14. 1ST PILOT HOURS LAST 90 DAYS THIS MODEL **76**

15. 1ST PILOT HOURS LAST 30 DAYS THIS MODEL **30**

16. TOTAL TIME SPENT IN AIR DURING 24 HRS. PRIOR TO ACCIDENT **1**

17. LIST BY TYPE AND MODEL 1ST PILOT EXPERIENCE IN SIMILAR AIRCRAFT (e. g., B-29, 60 hrs.) **None**

18. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE?
 No Yes: HOOD WEATHER
If above answer is "Yes" or if accident occurred at night or during IFR weather or unknown conditions, fill in items below.

19. TOTAL 1ST PILOT INSTRUMENT WEATHER HOURS

20. TOTAL 1ST PILOT INSTRUMENT HOOD HOURS

21. 1ST PILOT INSTRUMENT (Weather and Hood) HOURS LAST 6 MONTHS

22. 1ST PILOT INSTRUMENT (Weather and Hood) HOURS LAST 90 DAYS

23. 1ST PILOT NIGHT HOURS LAST 6 MONTHS

24. 1ST PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS

Section D - PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

Duty at time of accident	NAME (Last name first)	Type of Aero. Rating (Symbol)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	COMPONENT (See AFM 62-5)	ORGANIZATIONAL ASSIGNMENT—Command, Subcommand, Group Number and Type, Base	Fatal, Major, Minor, None, Missing		Parachute Used	
							Yes	No	Yes	No
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
	A/C Weeks, Charles B.	P	AO 821128	1/Lt USAF	READ	SAC, 2nd AF, 307th Bomb Wg M (35), Kadona AB				
	1st Smith, Earl E.	SP	AO 532320	Capt USAF	READ					
	P/Tullius, Roy O.	P	AO 940023	2/Lt USAF	READ					
	1st Hoag, Eugene M.	1X	AO 682183	Capt USAF	READ					
	1st Tabor, Marvin T.	B	AO 678582	Capt USAF	READ					
	VO Sundstrom, Roy A.	VO	AO 745000	Capt USAF	READ					
	1st McCook, Wade		AF15014880	T/Sgt USAF	USAF					
	1st Supplee, George W. Jr.		AF13552663	Sgt USAF	USAF					
	1st Pennox, Kenneth E.		AF12316420	Opl USAF	USAF					
	1st Sedler, Mark A.		AF15428253	Opl USAF	USAF					
	1st Pitt, Jimmie W.		AF13352382	Opl USAF	USAF					
	1st Digger, Robert B. Jr.		AF29387914	Opl USAF	USAF					

Section E - RATED PERSONNEL AT OTHER SET OF DUAL CONTROLS (Instructor, Copilot, etc.)

1. LAST NAME (Jr., II, etc.) TULLIUS, ROY		FIRST NAME CORNELIUS		MIDDLE NAME Jr.	GRADE 2nd Lt	COMPONENT ROAD	SERIAL NO. AD 940023	NATIONALITY AND RACE U S W	YEAR OF BIRTH 1925	
2. ASSIGNED BASE Woodrill AFB, Fla.		MAJOR COMMAND SAC		SUBCOMMAND 2nd AF	AF WING 307th Bomb	GROUP NO. AND TYPE - - -		SQUADRON OR UNIT 372nd Bomb		
3. ATTACHED BASE FOR FLYING Kadena AB		MAJOR COMMAND YFAP		SUBCOMMAND YFAP BUNCON	AF WING Solo	GROUP NO. AND TYPE - - -		SQUADRON OR UNIT Same		
4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 24 Mar 51				5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Solo			6. PRIMARY DUTY ASSIGNMENT Pilot			
7. TYPE OF INSTRUMENT CARD WHITE EXPIRATION DATE 3 Jul 52										
8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) Hours 520					21. LIST BY TYPE AND MODEL: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C EXPERIENCE IN SIMILAR AIRCRAFT (e.g., B-26, IP, 50 hrs.) None					
9. TOTAL 1ST PILOT HOURS 122					22. TOTAL 1ST PILOT INSTRUMENT WEATHER HOURS					
10. TOTAL HOURS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C (Check applicable one) 73					23. TOTAL 1ST PILOT INSTRUMENT HOOD HOURS					
11. PILOT HOURS LAST 90 DAYS 82					24. 1ST PILOT INSTRUMENT (Weather and Hood) Hrs. LAST 6 MONTHS					
12. 1ST PILOT HOURS LAST 90 DAYS 50					25. 1ST PILOT INSTRUMENT (Weather and Hood) Hrs. LAST 90 DAYS					
13. HOURS LAST 90 DAYS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C 32					26. TOTAL PILOT NIGHT HOURS LAST 6 MONTHS					
14. PILOT HOURS LAST 30 DAYS 21					27. 1ST PILOT NIGHT HOURS LAST 6 MONTHS					
15. TOTAL PILOT HOURS THIS MODEL (B-26, F-51, etc.) 173					28. NIGHT HOURS LAST 6 Mos., <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C					
16. 1ST PILOT HOURS THIS MODEL 56					29. TOTAL PILOT NIGHT HOURS THIS MODEL LAST 60 DAYS					
17. HOURS THIS MODEL, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C 116					30. 1ST PILOT NIGHT HOURS THIS MODEL LAST 60 DAYS					
18. TOTAL PILOT HOURS THIS MODEL LAST 90 DAYS 82					31. NIGHT Hrs. THIS MODEL LAST 60 DAYS, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C					
19. 1ST PILOT HOURS THIS MODEL LAST 90 DAYS 50										
20. HOURS THIS MODEL LAST 90 DAYS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C 32										

Section F - DAMAGE

1. DESCRIBE BRIEFLY IN GENERAL TERMS THE EXTENT OF DAMAGE TO THE AIRPLANE, ENGINE, AND PROPELLERS. Missing - Items #2 thru #7 based on assumption that aircraft crashed. 488-2		2. CHECK PROPER DAMAGE CLASSIFICATION NONE <input type="checkbox"/> MINOR <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> DESTROYED <input checked="" type="checkbox"/>	
2. <input type="checkbox"/> PLANE OR WRECKAGE WAS RETURNED TO AN AF BASE <input checked="" type="checkbox"/> PLANE OR WRECKAGE WAS LEFT AT SCENE OF ACCIDENT		7. Give below a considered estimate of cost of this accident to the Air Force:	
4. IS PLANE DAMAGED BEYOND ECONOMICAL REPAIR? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		COST OF DAMAGE TO AIRCRAFT \$ 636,000	
5. IF PLANE IS TO BE REPAIRED, GIVE ENGINEERING OFFICER'S ESTIMATE OF NUMBER OF MAN-HOURS REQUIRED FOR REPAIR: _____ MAN-HRS.		COST OF DAMAGE TO OTHER GOVERNMENT PROPERTY \$	
6. WAS PRIVATE PROPERTY DAMAGED? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		COST OF DAMAGE TO PRIVATE PROPERTY \$	
IF "YES," DESCRIBE DAMAGES ON SEPARATE SHEET.		COST OF INJURIES \$ 417,390	
		COST-OTHER (Explain) Search \$ 5,000	
		TOTAL ESTIMATED COST OF ACCIDENT \$ 1,053,390	

Section G - SPECIAL EQUIPMENT

1. Check items of special equipment which affected the accident.

<input type="checkbox"/> RADIOS	<input type="checkbox"/> ARMAMENT	<input type="checkbox"/> DE-ICERS	<input type="checkbox"/> EQUIPMENT FOR CLEAR VISION FROM COCKPIT
<input type="checkbox"/> INSTRUMENTS	<input type="checkbox"/> FIRE EXTINGUISHING EQUIPMENT IN PLANE	<input type="checkbox"/> JATO	

2. DESCRIBE BRIEFLY HOW THE USE, NONUSE, MISUSE, OR ABSENCE OF SPECIAL EQUIPMENT AFFECTED THE ACCIDENT

Section H - WEATHER (At time and place of accident)

CLOUDS 1500 scd	VISIBILITY 20	WIND DIRECTION AND VELOCITY NDL 7K	TEMP. 63	DEW POINT 62	OTHER WEATHER CONDITIONS
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If weather other than unfavorable wind conditions for takeoff, landing, or taxiing was a factor in the accident, attach statement of weather officer describing climatic conditions and how they probably contributed to accident.

Section I - CHECK LIST FOR ATTACHMENTS

<input type="checkbox"/> FORM 1	<input type="checkbox"/> CLEARANCE	<input type="checkbox"/> PHOTOGRAPHS	<input type="checkbox"/> FORM 14C
<input type="checkbox"/> FORM 1A	<input type="checkbox"/> CREW MEMBERS' STATEMENTS	<input type="checkbox"/> FORM 14A	<input type="checkbox"/> FORM 14D
<input checked="" type="checkbox"/> LIST OF T.O.'s NOT C/W	<input type="checkbox"/> WITNESSES' STATEMENTS	<input type="checkbox"/> FORM 14B	<input type="checkbox"/> FORM 14E

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A - GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, county, nearest town—Distance and direction to accident 10 miles NW Kadana Air Base			2. NEAREST AIRPORT Suitable for landing this plane—Distance and direction to accident Kadana Air Base		
3. ELEVATION ABOVE S. L. at accident scene 15,000	4. DATE OF ACCIDENT 1 Feb 52	5. HOUR AND TIME ZONE 1025 Item	6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK	7. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft) 44-61908	
9. CLASSIFICATION OF ACCIDENT: <input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor		10. CLEARANCE: <input type="checkbox"/> IFR <input checked="" type="checkbox"/> Local <input type="checkbox"/> VFR <input type="checkbox"/> Other		11. THIS WAS A: <input type="checkbox"/> CAP FLIGHT <input type="checkbox"/> AIR RESERVE FLIGHT <input type="checkbox"/> ANG FLIGHT <input checked="" type="checkbox"/> OTHER	
12. AIRFIELD OF LAST TAKEOFF Kadana AB		14. DURATION OF FLIGHT SINCE LAST TAKEOFF 1:20		15. MISSION OF FLIGHT (Use Form 15 Symbol) 0	
			16. ACTIVITY AIRCRAFT WAS ENGAGED IN JUST PRIOR TO ACCIDENT Formation Flying		

Section B - AIRCRAFT

1. AIRCRAFT NO. 44-86392	2. TYPE, MODEL, SERIES AND BLOCK NO. B-29-55ND	3. ORGANIZATION REPORTING AIRCRAFT ON AF-110 REPORT MAJOR COMMAND: FMAF SUBCOMMAND: FMAF BOMOCN AF WING: 307th Bomb M (CG)	
4. TECHNICAL ORDERS affecting this aircraft were not complied with at time of accident. (List number and time of these T. O.'s on separate sheet.)		GROUP NUMBER AND TYPE - - -	SQUADRON OR UNIT 371st Bomb
		BASE Kadana Air Base	

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

1. LAST NAME (Jr., II, etc.) THOMPSON,	FIRST NAME ROBERT	MIDDLE NAME BERTHIER	GRADE 1st Lt	COMPONENT HEAD	SERIAL NO. <input checked="" type="checkbox"/> AO 825001	NATIONALITY AND RACE US V	YEAR OF BIRTH 1922
2. ASSIGNED BASE MacDill AFB, Fla.	MAJOR COMMAND SAB	SUBCOMMAND 2nd AF	AF WING 307th Bomb	GROUP NO. AND TYPE - - -	SQUADRON OR UNIT 371st Bomb		
3. ATTACHED BASE FOR FLYING Kadana AB	MAJOR COMMAND FMAF	SUBCOMMAND FMAF BOMOCN	AF WING Same	GROUP NO. AND TYPE - - -	SQUADRON OR UNIT Same		
4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 12 Mar 44		5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Same		6. PRIMARY DUTY ASSIGNMENT Aircraft Commander			

OPERATOR'S FLYING EXPERIENCE (Including Civilian)

7. TYPE OF INSTRUMENT CARD WHITE	EXPIRATION DATE 28 Dec 52	17. LIST BY TYPE AND MODEL 1st PILOT EXPERIENCE IN SIMILAR AIRCRAFT (e.g., B-26, 50 hrs.) B-17 250 hrs
8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) HOURS 1366	18. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE? <input checked="" type="checkbox"/> No <input type="checkbox"/> YES: <input type="checkbox"/> HOOD <input type="checkbox"/> WEATHER If above answer is "Yes" or if accident occurred at night or during IFR weather or unknown conditions, fill in items below.	
9. TOTAL 1st PILOT HOURS 322	19. TOTAL 1st PILOT INSTRUMENT WEATHER HOURS	
10. 1st PILOT HOURS LAST 90 DAYS 80	20. TOTAL 1st PILOT INSTRUMENT HOOD HOURS	
11. 1st PILOT HOURS LAST 30 DAYS 33	21. 1st PILOT INSTRUMENT (Weather and Hood) HOURS LAST 6 MONTHS	
12. 1st PILOT HOURS THIS MODEL (B-25, F-51, etc.) 191	22. 1st PILOT INSTRUMENT (Weather and Hood) HOURS LAST 60 DAYS	
13. OTHER PILOT HOURS (CP, C, SC) THIS MODEL 41	23. 1st PILOT NIGHT HOURS LAST 6 MONTHS	
14. 1st PILOT HOURS LAST 90 DAYS THIS MODEL 80	24. 1st PILOT NIGHT HOURS THIS MODEL LAST 60 DAYS	
15. 1st PILOT HOURS LAST 30 DAYS THIS MODEL 33		
16. TOTAL TIME SPENT IN AIR DURING 24 HRS. PRIOR TO ACCIDENT 1:20		

Section D - PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

Duty at time of accident	NAME (Last name first)	Type of Aero. Rating (Symbol)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	COMPONENT (Use AFM 62-5)	ORGANIZATIONAL ASSIGNMENT (Command, Subcommand, Group Number and Type, Base)	Fatal, Major, Minor, None, Missing		Parachute Used	
							Yes	No	Yes	No
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
A/C	Thompson, Robert B.	P	AO 825001	1/Lt USAF	HEAD	SAC, 2nd AF, 307th Bomb Vg M (CG), Kadana AB				X
IP	Smith, James W.	P	AO 552377	1/Lt USAF	HEAD					X
PO	Meinert, William F.	P	AO 2221688	2/Lt USAF	HEAD					X
N	Martin, Daniel J.	N	AO 2090600	2/Lt USAF	HEAD					X
B	Little, Francis C.	B	AO 788935	2/Lt USAF	HEAD					X
VO	Woodman, Charles W.	VO	AO 2088992	2/LT USAF	HEAD					X
FE	Linehan, James A.		AF16010037	T/Sgt USAF	USAF					X
RO	Jisa, Eugene A.		AF17277235	Opl USAF	USAF					X
GFO	Flores, Innocencio C.		AF18378059	Opl USAF	USAF					X
RO	Holbert, Douglas E.		AF19392148	Opl USAF	USAF					X
LO	Gould, Samuel F.		AF17287656	Opl USAF	USAF					X
SG	Crosby, Thomas M.		AF11215161	Opl USAF	USAF					X

Section E - RATED PERSONNEL AT OTHER SET OF DUAL CONTROLS (Instructor, Copilot, etc.)

1. LAST NAME (Jr., II, etc.) WEHBERT,		FIRST NAME WILLIAM		MIDDLE NAME F.	GRADE 2nd Lt	COMPONENT HEAD	SERIAL NO. AO 222168/5	NATIONALITY AND US	YEAR OF V	1928
2. ASSIGNED BASE MacDill AFB, Fla.		MAJOR COMMAND SAC	SUBCOMMAND 2nd AF	AF WING 307th Bomb	GROUP NO. AND TYPE - - -	SQUADRON OR UNIT 31st Bomb				
3. ATTACHED BASE FOR FLYING Kadena AB		MAJOR COMMAND FMF	SUBCOMMAND FMF BOWSON	AF WING Same	GROUP NO. AND TYPE - - -	SQUADRON OR UNIT Same				
4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 24 Mar 51			5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Same			6. PRIMARY DUTY ASSIGNMENT Pilot				
FLYING EXPERIENCE (Including Civilian)						21. LIST BY TYPE AND MODEL: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C EXPERIENCE IN SIMILAR AIRCRAFT: <input type="checkbox"/> B-25, <input type="checkbox"/> P-51, <input type="checkbox"/> IP, <input type="checkbox"/> 50 hrs.) None				
7. TYPE OF INSTRUMENT CARD WHITE EXPIRATION DATE 31 Dec 52										
8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) HOURS 487										
9. TOTAL 1ST PILOT HOURS 85										
10. TOTAL HOURS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C (Check applicable one) 136						Fill in items below if Instrument and Night Experience of Operator was listed in Section C				
11. PILOT HOURS LAST 90 DAYS 66						22. TOTAL 1ST PILOT INSTRUMENT WEATHER HOURS				
12. 1ST PILOT HOURS LAST 90 DAYS 34						23. TOTAL 1ST PILOT INSTRUMENT HOOD HOURS				
13. HOURS LAST 90 DAYS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C 32						24. 1ST PILOT INSTRUMENT (Weather and Hood) HRS. LAST 6 MONTHS				
14. PILOT HOURS LAST 30 DAYS 6						25. 1ST PILOT INSTRUMENT (Weather and Hood) HRS. LAST 60 DAYS				
15. TOTAL PILOT HOURS THIS MODEL (B-25, F-51, etc.) 192						26. TOTAL PILOT NIGHT HOURS LAST 6 MONTHS				
16. 1ST PILOT HOURS THIS MODEL 53						27. 1ST PILOT NIGHT HOURS LAST 6 MONTHS				
17. HOURS THIS MODEL, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C 139						28. NIGHT HOURS LAST 6 MOS., <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C				
18. TOTAL PILOT HOURS THIS MODEL LAST 90 DAYS 66						29. TOTAL PILOT NIGHT HOURS THIS MODEL LAST 60 DAYS				
19. 1ST PILOT HOURS THIS MODEL LAST 90 DAYS 34						30. 1ST PILOT NIGHT HOURS THIS MODEL LAST 60 DAYS				
20. HOURS THIS MODEL LAST 90 DAYS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C 32						31. NIGHT HRS. THIS MODEL LAST 60 DAYS, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C				

Section F - DAMAGE

1. DESCRIBE BRIEFLY IN GENERAL TERMS THE EXTENT OF DAMAGE TO THE AIRPLANE, ENGINES, AND PROPELLERS.		2. CHECK PROPER DAMAGE CLASSIFICATION	
<p>When #1 propeller came in contact with right wing of other aircraft, all four (4) blades were damaged. The extent of damage was such that the prop is not recoverable and an engine change is necessary.</p>		<p>NONE <input type="checkbox"/></p> <p>MINOR <input type="checkbox"/></p> <p>SUBSTANTIAL <input checked="" type="checkbox"/></p> <p>DESTROYED <input type="checkbox"/></p>	
3. <input checked="" type="checkbox"/> PLANE OR WRECKAGE WAS RETURNED TO AN AF BASE <input type="checkbox"/> PLANE OR WRECKAGE WAS LEFT AT SCENE OF ACCIDENT		7. Give below a considered estimate of cost of this accident to the Air Force:	
4. IS PLANE DAMAGED BEYOND ECONOMICAL REPAIR? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		COST OF DAMAGE TO AIRCRAFT \$ 6,522.50	
5. IF PLANE IS TO BE REPAIRED, GIVE ENGINEERING OFFICER'S ESTIMATE OF NUMBER OF MAN-HOURS REQUIRED FOR REPAIR 25 MAN-HRS.		COST OF DAMAGE TO OTHER GOVERNMENT PROPERTY \$	
6. WAS PRIVATE PROPERTY DAMAGED? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		COST OF DAMAGE TO PRIVATE PROPERTY \$	
IF "YES," DESCRIBE DAMAGES ON SEPARATE SHEET.		COST OF INJURIES \$	
		COST-OTHER (Explain) \$	
		TOTAL ESTIMATED COST OF ACCIDENT \$ 6,522.50	

Section G - SPECIAL EQUIPMENT

1. Check items of special equipment which affected the accident.

<input type="checkbox"/> RADIOS	<input type="checkbox"/> ARMAMENT	<input type="checkbox"/> DE-ICERS	<input type="checkbox"/> EQUIPMENT FOR CLEAR VISION FROM COCKPIT
<input type="checkbox"/> INSTRUMENTS	<input type="checkbox"/> FIRE EXTINGUISHING EQUIPMENT IN PLANE	<input type="checkbox"/> JATO	

2. DESCRIBE BRIEFLY HOW THE USE, NONUSE, MISUSE, OR ABSENCE OF SPECIAL EQUIPMENT AFFECTED THE ACCIDENT

None

Section H - WEATHER (At time and place of accident)

CLOUDS 1500 Sctd	VISIBILITY 20	WIND DIRECTION AND VELOCITY NNW 7K	TEMP. 63	DEW POINT 62	OTHER WEATHER CONDITIONS N 10,000 Brks	ALT 30.15
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If weather other than unfavorable wind conditions for takeoff, landing, or taxiing was a factor in the accident, attach statement of weather officer describing climatic conditions and how they probably contributed to accident.

Section I - CHECK LIST FOR ATTACHMENTS

<input type="checkbox"/> FORM 1	<input type="checkbox"/> CLEARANCE	<input checked="" type="checkbox"/> PHOTOGRAPHS	<input type="checkbox"/> FORM 14C
<input type="checkbox"/> FORM 1A	<input checked="" type="checkbox"/> CREW MEMBERS' STATEMENTS	<input checked="" type="checkbox"/> FORM 14A	<input type="checkbox"/> FORM 14D
<input checked="" type="checkbox"/> LIST OF T.O.'s NOT C/W	<input type="checkbox"/> WITNESSES' STATEMENTS	<input checked="" type="checkbox"/> FORM 14B	<input type="checkbox"/> FORM 14E

MEDICAL REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

1. STATION INVESTIGATING ACCIDENT Kadena AB	2. ASSIGNED STATION OF AIRCRAFT Kadena AB	3. APPROXIMATE DISTANCE OF ACCIDENT FROM INVESTIGATING STATION (Miles) 10 miles NW
4. PLACE OF ACCIDENT 10 miles NW of Kadena AB	5. PLANE TYPE, MODEL, SERIES, SERIAL NO. B-29-SM, 44-86392	6. TIME OF ACCIDENT 1025 Item
7. DATE OF ACCIDENT 1 Feb 52		

8. BRIEF DESCRIPTION OF FACTORS AND EVENTS LEADING TO ACCIDENT

B-29's 6392 and 1908 were flying formation at 15,000 feet MSL. After a turn to the right had been completed, 1908 which was flying on the left wing of 6392, collided with 6392. The #1 propeller of 6392 came in contact with the right wing and aileron of 1908. 1908 then went down and to the right in what appeared to be a spiral. The #1 prop of 6392 was feathered and the aircraft returned to Kadena AB. 1908 went into an undercast and was not seen nor heard from again.

Section B—EQUIPMENT AND AIRCRAFT FACTORS

1. SEAT: NUMBER, FIXED 11	NUMBER, EJECTION 0	NUMBER FIRED 0	2. NUMBER OF PARACHUTES PROVIDED 12	NUMBER USED 0
3. OXYGEN EQUIPMENT: TYPE Low pressure demand	SERVICED: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	USED THIS FLIGHT: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TYPE MASKS A-14	DID MASKS FIT PROPERLY? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	DATE 1 Feb 52	LENGTH OF USE 1 hour	NUMBER 12	<input type="checkbox"/> No <input type="checkbox"/> No
4. SAFETY HELMETS:	NUMBER STANDARD TYPE USED None	5. ANTI-G SUITS:	NUMBER AVAILABLE, USED	
	NUMBER IMPROVISED TYPE USED None		NUMBER AVAILABLE, NOT USED	<input checked="" type="checkbox"/> NOT AVAILABLE

6. SPECIAL FACTORS WHICH CONTRIBUTED TO OR PREVENTED INJURY: (List any items of personal or aircraft equipment, details of structure, incidents such as being trapped in plane, or any other factors which aided or impeded escape from aircraft.)

Not applicable.

SPECIFICALLY DESCRIBE DAMAGE TO:

COCKPIT	None
SEATS, SHOULDER HARNESS, SAFETY BELTS	None
CREW STATIONS (OTHER THAN COCKPIT)	None
EMERGENCY EXITS, HATCHES	None
PASSENGER CABIN	None

AIRCRAFT ACCIDENT INVESTIGATOR'S REPORT

B-29's 6392 and 1908 had been cleared for a local formation flight at 15,000 feet msl. 6392 was flying lead and 1908 was flying left wing position. A turn had been completed and 6392 advised 1908 to take over the lead. Very shortly thereafter the left scanner of 6392 reported to the A/C that a B-29 was coming in and about the same time the impact was felt. Lt Thompson, A/C of 6392 and flying in the left seat looked, and saw through his window, his #1 propeller strike the right wing tip of 1908.

At this point there is varied opinion among the crew members as to whether 1908 came in over the wing of 6392 or up from below. It is the opinion of the Investigator that 1908 came in from below. It has been stated by the A/C that 1908 then broke to the right and downward. If 1908 had come in from above it is probable that immediately after the impact 1908 would have rammed 6392.

The two aircraft had been flying approximately 700 to 1000 feet above the undercast and after the collision, 1908, in a descending turn to the right, entered the undercast and was not seen or heard from again although the aircraft was called repeatedly after the accident.

B-29 6392 then feathered #1 propeller and returned to Kadana Air Base with no further difficulty.

Immediately after 6392 landed the Investigator thoroughly questioned the entire crew on all phases of their flight. There was no malfunction of any engine or component on 6392 prior to the accident, and 1908 at no time indicated having trouble. Both crews had been properly briefed prior to departure and pre-arrangements had been made for formation flying. The crew of 6392 had been using their oxygen system and it was functioning properly. Whether or not the crew of 1908 were using their oxygen system is unknown, however, it is assumed that they were, and the incident is not considered attributable to hypoxia.

As far as can be determined by the Investigator, there is no obvious reason why 1908 collided with 6392, and any conclusion would be supposition.

Air Rescue Service was alerted immediately and an extensive search was conducted, also crash boats were dispatched to the area. An oil slick, presumably from 1908, was located approximately 10 miles NW of Yontan Beach (attached photostat of map) and first days search was centered around the oil slick. No wreckage was recovered other than parts of aircraft lining and an oxygen bottle. A few small bits of human flesh and clothing were recovered, however, identification of personnel or the aircraft has been impossible. The depth of the ocean at the point where the oil slick was sighted prohibits the use of diving personnel to definitely identify the aircraft. Until such time as positive identification might possibly be made, the crew and aircraft are being officially carried as missing.

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It is to be noted that the accident occurred at 15,000 feet and extensive search has failed to locate any survivors thus indicating that in all probability no parachutes were successfully used by crew members of 1908.

It is the opinion of the Investigator that damage to the right wing tip and aileron of 1908 was sufficient to render the aircraft uncontrollable, thus causing the aircraft to enter a spin or very tight spiral and creating sufficient centrifigual force to prevent personnel from bailing out. The possibility of a partially controlled ditching has been excluded because the small amount of wreckage and parts of bodies recovered indicates partial or complete disintegration upon impact. The spiral or spin could account for this disintegration whereas a partially controlled crash would not have been so complete.

Weight of the aircraft, weather or materiel failure are not considered factors in this accident.

Robert H. Snook
ROBERT H. SNOOK
Captain, USAF
Acft Acc Inves Off

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Security Information

OKINAWA JIMA

A/C 1908 BELIEVED TO HAVE CRASHED HERE



174° 17' N

4000

8000

SEMIKI OF NOKI

YONIAN RANGE
232 MF

RBN
YONIAN BEACON
265 MF

OKINAWA CONTROL
137.88 MC

OKINAWA CONTROL
260.85

KADENA
142.75
SCA
KADENA TOWER
297.128.78 MC

NAHA TO LM
Airport of Entry
SCA
NAHA TOWER
276.126.18 MC
Okaha Twa

NAHA RANGE
286 LF

KIMMUWAN

NAKAGUSHUKUWAN

PACIFIC OCEAN

NORTH

