

IMMEDIATE ACTION

ROUTING SLIP

RESTRICTED

Date 11 July 1945

B-29 ACCIDENT REPORT

TO: IN TURN

✓ (1) DEPUTY CHIEF

IN: Date _____ Hour _____

OUT: Date 29 July 45 Hour 1200

(4) TRAINING AND OPERATIONS

IN: Date 7-11-45 Hour 1330

OUT: Date 7-13-45 Hour 1530 *21. J. M.F.B.*

(2) MATERIAL AND MAINTENANCE

IN: Date 10 July 45 Hour 1545

OUT: Date 14 July 45 Hour 0830

(3) OFFICE OF CHIEF OF REGIONS

IN: Date 14 July 45 Hour 0840

OUT: Date 31 July 45 Hour 1400

(5) ACCIDENT ANALYSIS

IN: Date _____ Hour _____

(5) MEDICAL SAFETY

IN: Date 30 July Hour 1410

OUT: Date 30 July Hour 1430

IMMEDIATE ACTION

RESTRICTED

Photostat copies
mailed to Air
Inspector & Wright
Field - 11 July 1945

By D.L.S.

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 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.

FIELD OFFICE—DO NOT USE THIS SPACE	ACTIC	DATE	TYPE, MODEL AND SERIES 7B-29A	ACCOUNT NO. 45-6-12-1
	PRELIMINARY REPORT RECEIVED	6-13		
	FORM 14 RECEIVED	6-23		
	EVALUATED BY	7-5		
	VERIFIED BY	7-6		
	CHECKED BY	7-6		
CODED BY	7-6	No. AIRCRAFT INVOLVED		

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. Texas—Guadalupe—Marion 1/4 W 85-187		Nearest Army Airfield, Distance and Direction from Same. Randolph Field, Texas - 10 NE	
2. WAS COLLISION WITH OTHER AIRCRAFT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	AF Nos. of AIRCRAFT INVOLVED (File separate Form 14 for each aircraft)	DATE 12 Jun 45	HOUR AND TIME ZONE 2230 CWT <input type="checkbox"/> Day <input checked="" type="checkbox"/> Night

Section B—AIRCRAFT

1. AIRCRAFT NO. 42-93827	2. TYPE MODEL SERIES TB 29 EOA	3. HOME STATION Randolph Field, Texas 8598
4. AIR FORCE OR COMMAND TRC	SUBCOMMAND CFTC	WING 31st FT
5. DATE OF MANUFACTURE 23 Feb 44	TOTAL HOURS 1149:20	DATE LAST OVERHAUL —
GROUP No. AND TYPE 2532d AAF Base Unit		SQUADRON C
OVERHAULING DEPOT OR SUB-DEPOT —		HOURS SINCE OVERHAUL —

6. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for non-compliance

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

1. LAST NAME Johnson,	FIRST NAME Robert	MIDDLE INITIAL A.	GRADE Captain	BRANCH AC	ASN 0-671946	SEX M	AGE 24
2. ATTACHED STATION Randolph Field, Texas	AF OR COMMAND TRC	SUBCOMMAND CFTC	WING 31st FT	GROUP No. AND TYPE 2532d AAF Base Unit	SQUADRON B		
3. ASSIGNED STATION Same	AF OR COMMAND Same	SUBCOMMAND Same	WING Same	GROUP No. AND TYPE Same	SQUADRON Same		
4. AERONAUTICAL RATING <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	PRESENT RATING Pilot	DATE RECEIVED 16 Feb 43	5. NORMAL DUTY STATUS Pilot				

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

FLYING TIME	1st PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES	
1. TOTAL HOURS	837:00	408:05	Okla City Aug 42 - Oct 42	
2. HOURS THIS TYPE	752:00	227:55	Mid Okla Oct 42 - Dec 42	
3. HOURS THIS MODEL	5:45	61:05	Pampa Tex Dec 42 - Feb 43	
4. HOURS LAST 30 DAYS	15:55	65:25	Blythe Cal Feb 43 - Apr 43	
5. HOURS LAST 90 DAYS	5:45	48:05	Clovis NM May 43 - May 43	
6. HOURS LAST 24 HOURS	1:40	None	Biggs Fld Jun 43 - Aug 43	
7. ACTUAL COMBAT HOURS	1:20:10	32:55	Ft Worth Sep 44 - May 45	
8. TRAINER CLASS No. AND SCHOOL, OTU, COTS, ETC.			11. INSTRUMENT RATING	
9. PHASE AND HOURS IN THIS PHASE			If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in items 13 through 17.	
12. Was operator on instruments at time of accident or immediately before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			13. TOTAL—INSTRUMENT	
14. INSTRUMENT LAST 6 MON.			15. INSTRUMENT LAST 30 DAYS	
16. NIGHT, LAST 6 MON.			17. NIGHT, LAST 30 DAYS	

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

DUTY AT TIME OF ACCIDENT (1)	NAME (Last Name First) (2)	TYPE OF AERO. RATING (Symbol) (3)	SERIAL No. (4)	GRADE AND BRANCH OF SERVICE (5)	PERF. CLASS. SYMBOL (AAF Reg. 15-1) (6)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION (7)	FATAL MAJOR WOUND MISHAP UNKNOWN (8)	PARACHUTES			
								Used (9)	Yes (10)	No (11)	Successful (12)
P	Johnson, Robert A.	P	0-671946	Capt AC	201	TRC 2532d BU VHB	Fatal	X			
CP	Stout, Paul M.	P	0-756350	1st Lt AC	218	"	"	X			
E	Smith, Paul R.	P	0-757117	1st Lt AC	218	"	"	X			
W	Miller, Boyda F. Jr.	P	0-785858	2nd Lt AC	218	"	"	X			
W	Griffin, Kenneth T.	None	17154381	Pfc AC	138	"	"	X			
W	Madigan, James D.	P	0-2090823	2nd Lt AC	218	"	"	X			
W	McCoun, William J.	P	T-146330	F/O AC	218	"	"	X			

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT Wreck

2. TO ENGINES 1 Wreck 2 Wreck 3 Wreck 4 Wreck

3. TO PROPELLERS 1 Wreck 2 Wreck 3 Wreck 4 Wreck

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)
 Damage to field and crops by aircraft and crash trucks estimated at \$250.00

Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF
 HOURS MINUTES 240

	(1)	(2)	(3)	(4)
2. ENGINE MODEL				
3. ENGINE NO.				
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL				
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL				
6. TOTAL ENGINE-HOURS				
7. PROPELLER MODEL				
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

11. OCTANE RATING OF FUEL ENGINEERING OFFICER (Name, Grade, and Station)

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL

(Use this section if materiel failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

428

ENGINEERING OFFICER (Name, Grade, and Station) →

Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)

2. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

Sec. J—AIRPORT AND FACILITIES AND AIRWAY

(Use this section if the airport or its facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

2000 scattered 112/72/67 Wind SE 2 mph Distant lightning to the north

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

DK

WEATHER OFFICER
(Name, Grade, and Station)

Paul R. Roosa

Paul R. Roosa, Captain, AC, Randolph Field, Texas

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

2. WHAT WAS THE MISSION?

Night training

3. DID FIRE OCCUR UPON
CRASHING?

Yes No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

No

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

None

6. KIND OF CLEARANCE (Attach Form 23)

Local

FROM

Night training

TO

OR LOCAL

STATION OF LAST DEPARTURE

Randolph Field

7. IF UR FORM 24 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR No. AND DATE

No.

DATE

EXPLAIN FULLY AND ATTACH COPY

3-428
(over)

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 69-147

Yes No

9. ARE PHOTOS ATTACHED?

Yes No

Section M—DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN

Captain Johnson, pilot, and Lt. Stout, co-pilot, with a crew of 5 took off from Randolph Field at approximately 2150 CWT, 12 June 1945, on a night training mission. The airplane crashed and burned 10 miles northeast of Randolph Field at 2230 CWT. The airplane struck the ground headed east, nose down, a little past the vertical. No reason could be found for the airplane's striking the ground in this attitude. The airplane was completely demolished from the impact, scattering parts of the wings, fuel tanks and tail group over an area of approximately a 100-yard radius. All occupants were killed as a result of the crash. The right stabilizer was about 45 feet east of the airplane and the left stabilizer approximately 150 feet northwest of the airplane. These stabilizers broke at approximately station 168 and from the bends of the rear spar it is believed they broke off when the airplane struck the ground. The part of the right stabilizer that was east of the airplane had practically all the bottom skin torn off. The flap screw indicated no flaps down. It is believed that the airplane caught fire upon impact, since witnesses reported seeing no fire while the plane was in the air.

3-T
52

2. RECOMMENDATIONS

None

3. ACTION TAKEN

None

426

-4-

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION: Randolph Field, Texas

NAME—MEMBER <i>Gust Askounis</i>		NAME—MEMBER <i>John B. Cunningham, Jr.</i>		NAME—INTELLIGENCE OFFICER <i>David L. Schurger</i>	
GRADE	ORGANIZATION	GRADE	ORGANIZATION	GRADE	ORGANIZATION
Major	AC	Major	AC	Major	AC
NAME—MEMBER		NAME—MEDICAL OFFICER <i>Linus A. Munding</i>		NAME—RECORDER <i>Henry H. Reeves</i>	
GRADE	ORGANIZATION	GRADE	ORGANIZATION	GRADE	ORGANIZATION
		Captain	MC	Major	AC

SUPPLEMENT TO SECTION L (Report of Major Accident - TB-29A No 42-93827
12 June 1945)

Crash located approximately 11 miles by road from Randolph Field. Roads to crash are hard surface and gravel. Terrain in vicinity of crash is level. Crash and fire trucks had to cross muddy cotton field. Crash and fire trucks arrived at scene of accident 20 minutes after leaving Randolph Field.

Aircraft was not on fire before it crashed. Fire started immediately upon impact with the ground. Its origin is unknown. The fire was fed by gasoline and oil in the area, plus magnesium in the aircraft structure.

Crash and fire crews arrived at the scene of the crash 35 minutes after the crash. Crews were sent out in No. 125 crash trucks. One truck bogged down in the muddy field and had to back out and the other truck did not go in due to the mud and the fact that the fire was burning in the hole and obviously no rescue could be made. No effort was made to extinguish the fire until the next afternoon when they were able to extinguish all fire except that in No. 2 engine, which was still smoldering 80 hours later due to hot metal and oil. 6600 gallons of water were used in extinguishing the fire. The aircraft and engines were completely burned.

Personnel were killed upon impact of the airplane with the ground. No rescue was attempted until the aircraft had cooled off as the aircraft was a complete wreck and obviously all personnel were dead.

Henry H. Reeves
HENRY H. REEVES
Major, Air Corps
Aircraft Accident Officer

5-426

SUPPLEMENT TO SECTION L - Report of Major Accident, TB-29A No 42-93827

8. No copies of Forms 1 and 1A attached because these forms were destroyed by fire at the time of the accident.

This aircraft made 3 flights of approximately 5 hours duration on 12 June 1945. The pilot of the first flight was Major Askounis, Aircraft Maintenance Officer for VHB at this Station, who flew this aircraft 1:20 slow timing #3 engine, which had been changed the day before. This aircraft was given a thorough check, both in engine operation and flight characteristics and no unusual condition or characteristics were noted. On the second flight, Lt. Claude C. Martin and crew flew the aircraft on a routine training flight, during which no unusual conditions or characteristics were noted. This flight was 3:10. Immediately upon return from the second flight, the crew which crashed with the aircraft took off. During this last flight nothing was reported by radio to indicate any unusual condition.

Henry H. Reeves
HENRY H. REEVES
Major, Air Corps
Aircraft Accident Officer

426

- 6 -

RANDOLPH FIELD)

COUNTY OF BEXAR)

STATE OF TEXAS)

Personally appeared before me the undersigned authority for administering oaths, one Charlie Hoffmann, Route 1, Marion, Texas, who being duly sworn deposes and says:

I live about 3/4 of a mile west of the scene of the accident of a B-29 type airplane on the night of 12 June 1945. I had just walked out on the back porch when I heard a big plane coming and looked up to watch it. It was coming from the northwest. I had to stoop over to see it. The engines seemed to be working nicely. I kept my eyes on the airplane. It passed over my house and then I saw it nose straight down, crash into the ground and explode. I heard no peculiar noise while the plane was in the air and saw no fire while it was in the air. It seemed to me like all the engines were running. It looked like the plane was going to make a nice landing, then it just nosed down. It was up a pretty good ways when I first saw it but was maybe a little lower than they usually fly over the house. It didn't seem to be going very fast. I saw the red and green lights burning. It was only 6-7 seconds after the plane nosed down that it crashed.

Further, deponent sayeth not.

Charlie Hoffmann

Charlie Hoffmann

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

426

Bernard Wallace - 7
Bernard Wallace
Major, Air Corps

RANDOLPH FIELD)

COUNTY OF BEXAR)

STATE OF TEXAS)

Personally appeared before me the undersigned authority for administering oaths, one Gaynell Loeff, Marion, Texas, who being duly sworn deposes and says:

I live in Marion, Texas, about 1/4 mile east of the scene of the crash of a B-29 type airplane on the night of 12 June 1945. I was looking out the window in our kitchen when I first saw the plane. It was heading approximately east. Suddenly I saw the airplane nose down. It crashed and exploded. A large column of fire immediately shot up into the air. I did not see any fire before the plane crashed into the ground. I believe the airplane was over 500 feet above the ground as I was looking over a house and trees when I first saw it.

Further, deponent sayeth not.

Gaynell Loeff
Gaynell Loeff
Marion, Texas

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

Bernard Wallace
Bernard Wallace
Major, Air Corps

426

8-

HEADQUARTERS
Randolph Field, Texas
B-29 Transition School

Loading List

- Plane No. 03 Sqd. III Date 6-12-45
1. Instructor Pilot
 2. Student Pilot Johnson, R.A. Capt.
 3. Student Pilot Stout, P.M. 1st Lt
 4. Student Pilot
 5. Student Pilot
 6. Engineer Smith, P.R. 1st Lt
 7. Student Engineer Miller, B.F.
2nd Lt
 8. Student Engineer
 9. A.P.P. Operator Griffin, K.T. PFC
 10. Asst. A.P.P. Oper.
 11. Right Scanner Madigan, J.D. 2nd Lt
 12. Left Scanner McCoun, W.J. P/O
 13. Passenger
 14. Passenger
 15. Passenger
 16. Passenger
 17. Passenger
 18. Passenger
 19. Passenger
 20. Passenger

This loading list will be
turned in to Sqd. Opera-
tions before take-off.

Pilot's Initials R.A.J.
428

Certified copy of loading list. 9

Fence

Part of Fuel Cell #5 (Bottom)

Long Piece of Prop Blade

Bottom of Cell #5 LH

Wing Skin, Fuel Pump Access Door Sta 271

Prop Blade

Prop Blade stuck in Ground

Oxygen Bottle

Four Lines of Dirt Thrown Forward and Backward These Lines nearly in Line with Engines. Parts of Fuel Cells Thrown As Far As 90 Yds, Bottoms West Tops East. Some Burned - Some Not.

TB-29A # 42-93827 12 June 1945

Scale 1" = 60'-0"

Line of Flight

Prop Blade



Wing Skin

Wing Skin, Fuel Pump Access Door Sta 271

Left Stab

Prop Blade

Small part of Elevator not Burned

Four lines of Dirt Thrown Backward (no scale)

Left Wing

Pieces of Wing Strainers and Skin (Tip)

Right Wing

Right Stab

Rear of Fuselage

Four Lines of Dirt Thrown Forward (no scale)

Skin Bottom of Fuselage

Top of Wing Skin

Top of Wing Skin

Pieces of Strainers (Wing) and Small Parts of Wing

Wing Skin - Top

426

Fence

Road

Fence

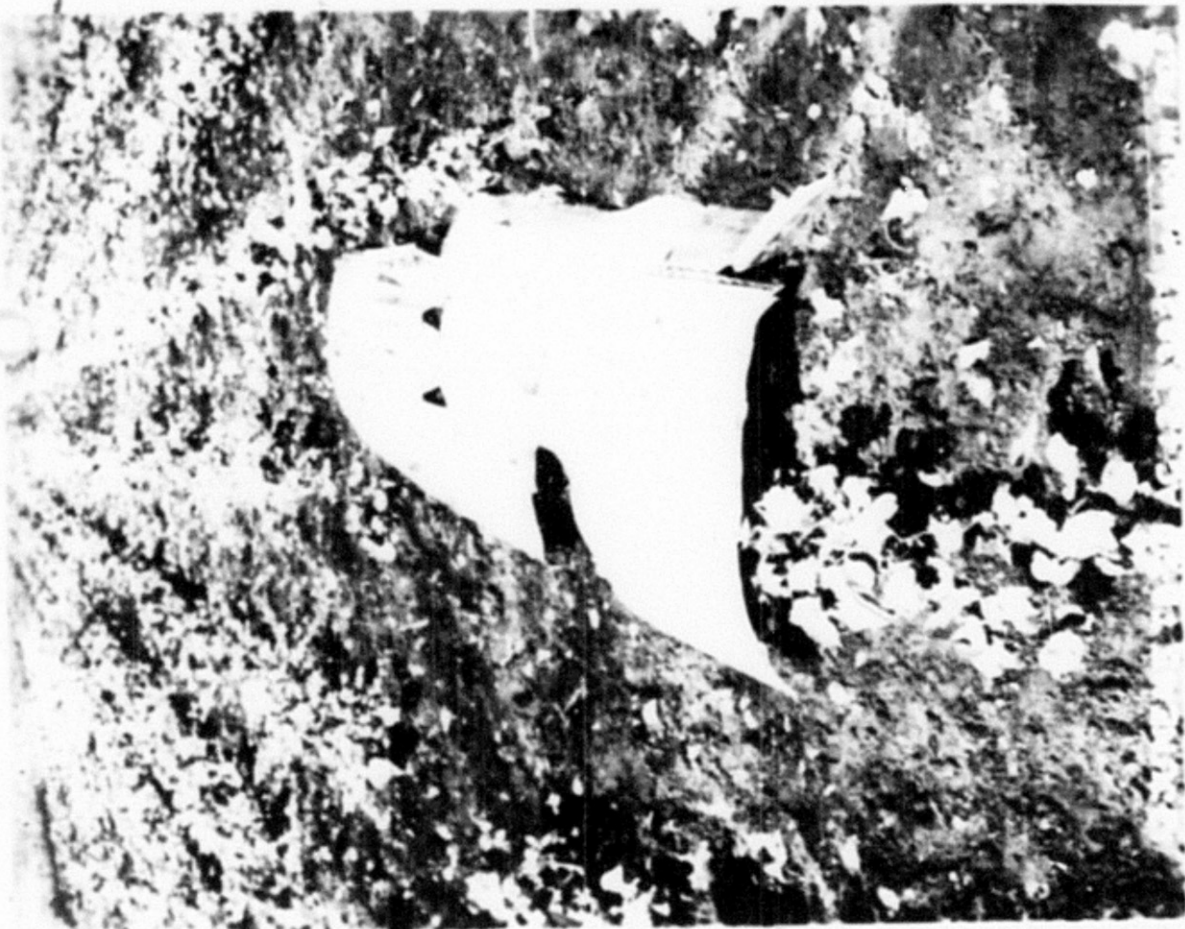
Wing Skin - Top

Piece of Prop

Piece of Wing Stringer Stuck in Ground



TIP OF PROP 100 YARDS NNW OF WRECK



WRECK



TIP OF PROP 157 YARDS SSW OF WRECK



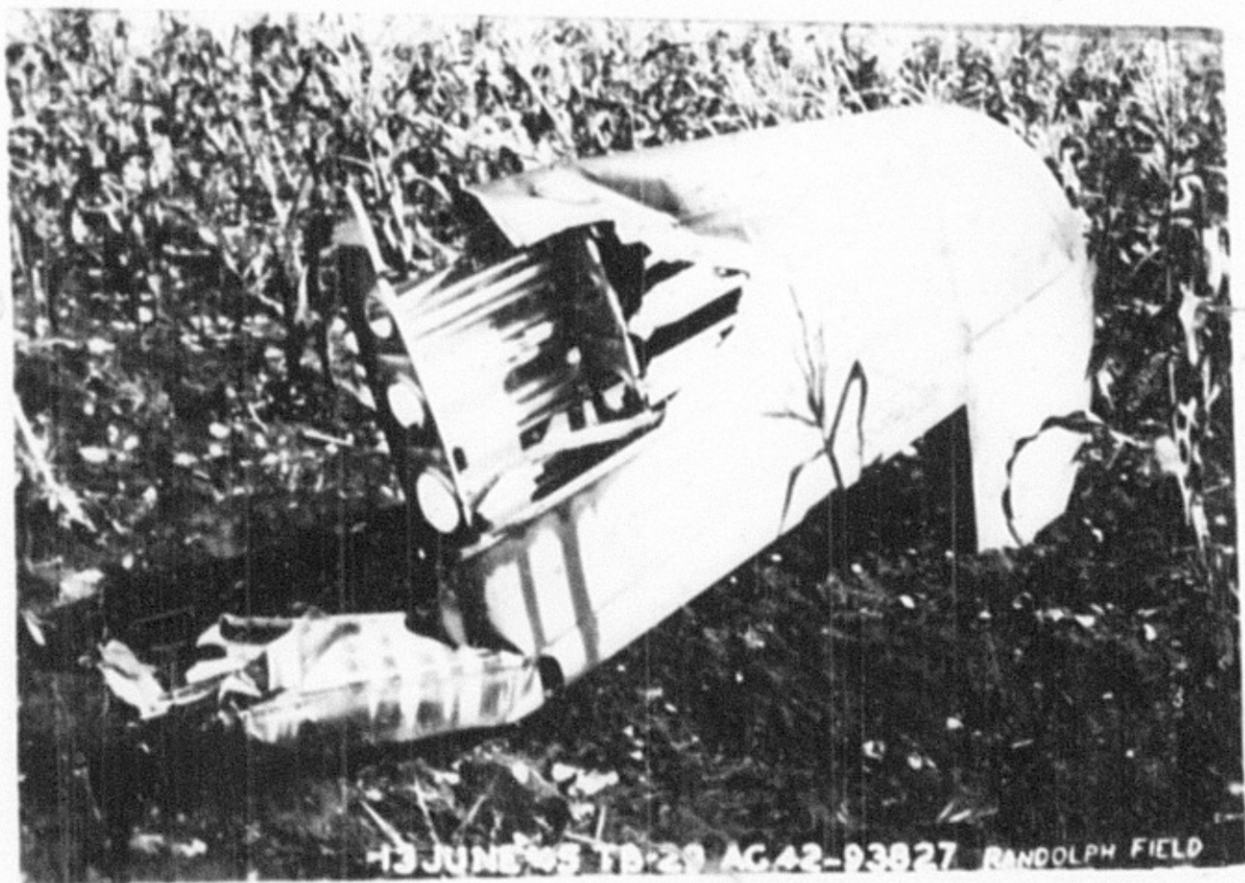
PROP BLADE 75 YARDS SOUTH OF WRECK



RT STABILIZER 13 JUNE 45 TB-29 AC 42-93827 SINGOLPH FIELD

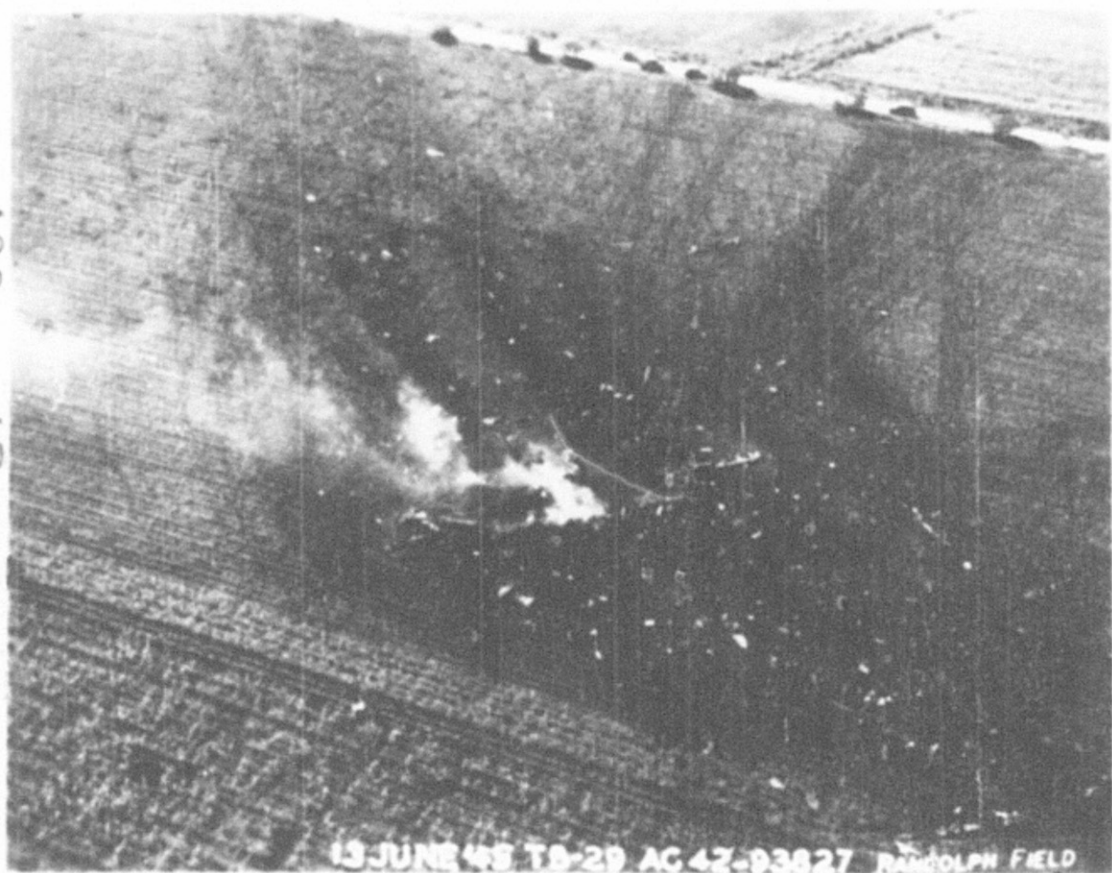


RT STABILIZER 13 JUNE 45 TB-29 AC 42-93827 SINGOLPH FIELD





13 JUNE 45 TB-29 AC 42-93827 RANDOLPH FIELD
FT WING & TIP LOOKING NORTH



13 JUNE 45 TB-29 AC 42-93827 RANDOLPH FIELD

LOOKING EAST

36-13-



13 JUNE 45 TB-29 AC 42-93627 RANDOLPH FIELD

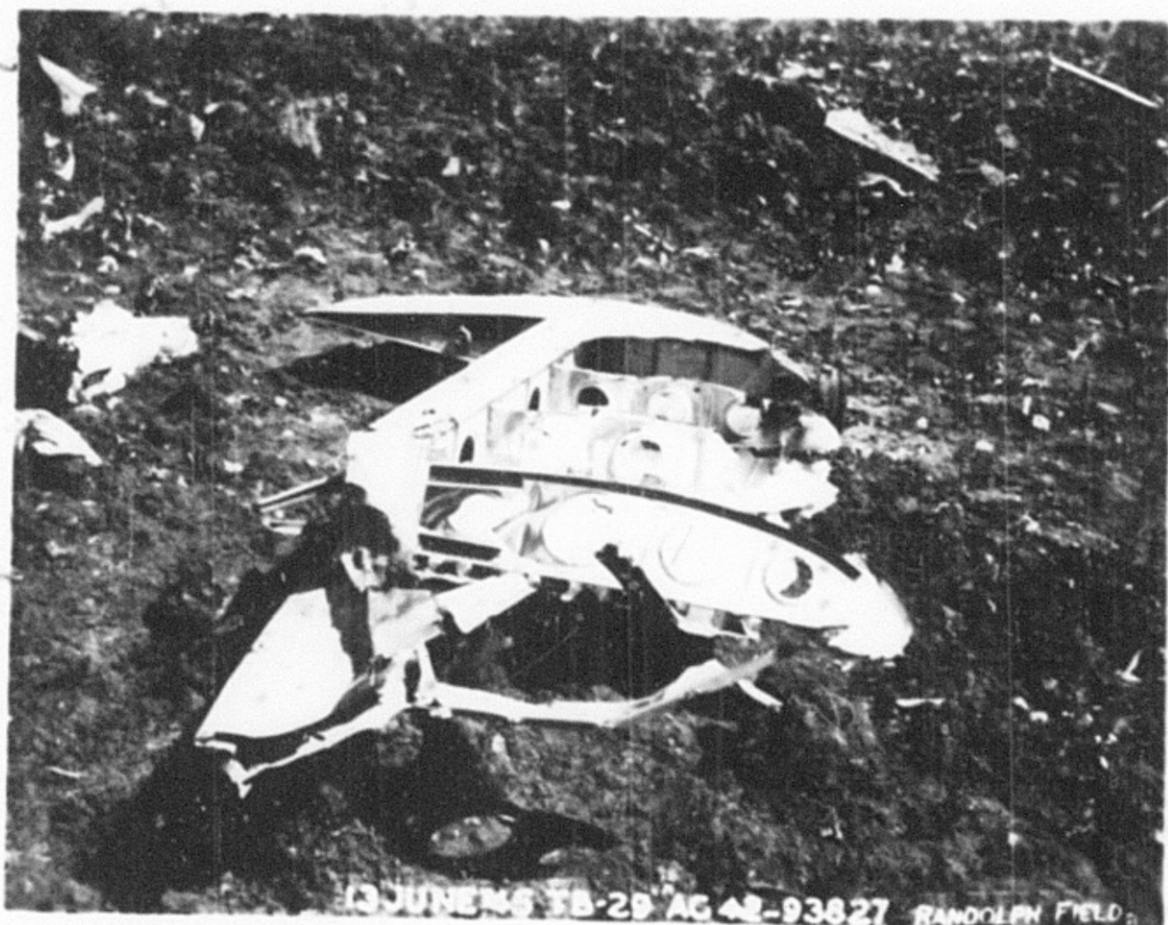
WRECKAGE LOOKING NORTH



RIGHT SIDE

13 JUNE 45 TB-29 AC 42-93627 RANDOLPH FIELD

LOOKING SOUTH



13 JUNE 48 SB-29 AC 42-93827 RANDOLPH FIELD

RIGHT STAB.

REAR OF
FUSELAGE



13 JUNE 48 SB-29 AC 42-93827 RANDOLPH FIELD

LOOKING WEST

LEFT
RILERON



LEFT WING TIP LOOKING SOUTH



13 JUNE 48 JB-29 AC-49-93617 RINGOLD FIELD

BOTTOM OF FUSELAGE



13 JUNE 45 TO 25 AC 42-93877 KATHOLAN FIELD

60

SOUTH

Report of Major Accident - TB-29A No 42-93827, 12 Jun 1945

File

1st Ind.

20 JUN 1945 9G

Hq. AAF Pilot School (Specialized VHB), Randolph Field, Texas

TO: Commanding General, AAF Office of Flying Safety, Winston-Salem,
North Carolina.

1. I have personally examined the report. There are no recommendations.
2. No corrective action taken.
3. No violations of Flying Regulations involved.
4. Pilot code letter is OR(I).

Daniel A. Cooper
DANIEL A. COOPER
Colonel, Air Corps
Commanding

Copies furnished:

CG AAFTRC
CG AAFCFTC
CG 31st FTW

-16- 426

AYA (A) 2
A.A. (E)

File 1107

JUN 13 7 35 AM '65

EA

A25

DB148

FA134 UAWS V UFRF NR136 WD P P

FROM COOPER AAFPS RANDOLPHFLD TEX JUN 131550Z

TO CG AAF OFS WINSTON SALEM N C

ATTN CHIEF FLYING SAFETY

INFO CG AAF WASHINGTON 25 D C

GRNC

A 12 JUNE 45 CMA 1030C CMA MARION TEX PD

B TB-29 CMA 42-93827 CMA 2532BU SQ C RANDOLPH FLD TEX PD COMPLETE WRECK
PD SURVEY PD

C PILOT ROBERT A JOHNSON CAPTAIN 0-671946 CMA 2532BU SQ B AFTRC-RANDOLPH
FLD TEX CMA MISSING PD

D SAME

E COPILOT PAUL M STOUT 1ST LT 0-756350 CMA 2532BU SQ B AFTRC RANDOLPH
FLD TEX CMA MISSING PD

ENGINEER PAUL R SMITH 1ST LT 0757117 CMA 2532BU SQ B AFTRC RANDOLPH
FLD TEX CMA MISSING PD

STUDENT ENGINEER BOYDA F MILLER JR 2ND LT 0-785858 CMA 2532BU SQ B
AFTRC RANDOLPH FLD TEX CMA MISSING PD

SCANNER JAMES D MADIGAN 2ND LT 0-2090823 CMA 2532BU SQ B AFTRC RANDOLPH
FLD TEX CMA MISSING PD

SCANNER WILLIAM J MCCOUN FLIGHT OFFICER T-146330 CMA 2532 BU SQ B AFTRC
RANDOLPH FLD TEX CMA MISSING PD

SCANNER KENNETH T GRIFFIN PFC 17154381 CMA 2532 BU SQ C AFTRC RANDOLPH
FLD TEX CMA MISSING PD

F AIRPLANE CRASHED AND BURNED CAUSE UNDETERMINED PD

G UNKNOWN

H NONE

I LOCAL J TRAINING K 20000 SCATTERED VISIBILITY UNRESTRICTED PD

L UNDETERMINED

INFORMATION UNCONFIRMED CLEARANCE NUMBER AAF-FS-T10 END 96-026

07452

CORRECTION K SHOULD READ 2000 RPT 2000

45-6-12-1

A4A1A12
A4A(E)
File

JUN 13 8 15 AM 1945

1111

0

A29

DA138

FA130 UAWS V UFRF NR134 WD P P

FROM COOPER AAFPS RANDOLPHLD TEX JUN 131550Z

TO CG AAF OFS WINSTON SALEM N C

ATTN CHIEF FLYING SAFETY

INFO CG AAF WASHINGTON 25 D C

GRNC

AIRCRAFT REPORTED CRASHED 1032C MARION TEXAS CONFIRMATION WILL FOLLOW

END CLEARANCE NUMBER AAF-FS-T10 96-025

1550Z

1032C AAF-FS-T10 - 96-025

426
-18

6-12-1

A 1 A V 1 2
A 1 A (E)
File #20

JUN 14 8 43 AM '65

A
A28 M
DA140
FA109
UWS V UFHO NR 109 WD P P
FROM COOPER AAFPS RANDOLPHFLD TEX JUN 140405Z JD
TO CG AAF OFS WINSTON SALEM NC
INFO CG AAF WASHN DC
CG AAF CFTC RANDOLPHFLD TEX

GRNC

OSUPPLEMENTAL T3-29 CMA 42-93827 CMA MARION TEX CMA 12 JUNE
45 CMA PILOT ROBERT A JOHNSON PD
E ENGINEER PAUL R SMITH 1ST LT 0757117 CMA 2532 BU SQ B AFTRC 426
RANDOLPH FIELD TEX CMA FATAL PD
CONFIRMED INFORMATION CLEARANCE NUMBER AAF-FS-T10 END 9C-030

0407Z

-19-

1184

JUN 15 7 30 AM '45

A+A(A)

A+AA

A+A(E)

File

A1

VT

DB417

FA418

UAW5 V UFHO NR257 WD P P

FROM COOPER AAFPS RANDOLPHFIELD TEX JUN 132127Z UCL

TO CG AAF OFS WINSTON SALEM N C

INFO CG AAF WASHINGTON D C

CG AAF CFTC RANDOLPHFIELD TEX

GRNC

SUPPLEMENTAL TB-29 CMA 42-93827 CMA MARION TEX CMA 12 JUNE 45

CMA PILOT ROBERT A JOHNSON PD

E COPILOT PAUL H STOUT 1ST LT 0-756350 CMA 2532KU SQ B AFTRC RANDOLPH

FLD TEX CMA FATAL PD

CONFIRMED INFORMATION CLEARANCE NUMBER AAF-FS-T10 END 96-029

20-
426

2215Z

TB-29 42-93827 12 45 1ST 0-756350 2532BU AAF-FS-T10 96-029

1171

JUN 13 5 24 PM '65

A + A(A)

A + A(A)

A + A(E) —

Full

IPTEAUG O

DA337

FA323

UAVS V UFHO NR223 WD P P

FROM COOPER AAFPS AAF PILOT SCHOOL RANDOLPHFLD TEX JUNE 132010Z SW

TO CG AAF OFS WINSTON SALEM NC

INFO CG AAF WASHINGTON DC

CG AAF CFTC RANDOLPHFIELD TEXAS

GRNC

SUPPLEMENTAL TB-29 CMA 42-93827 CMA MARION TEX CMA 12 JUNE 1945 CMA

PILOT ROBERT A JOHNSON PD

A 12 JUNE 45 CMA 2230C CMA MARION TEX PD

B TB-29 CMA 42-93827 CMA 2532 BU SQ C RANDOLPH FLD TEX PD COMPLETE WRECK

PD SURVEY PD

E SCANNER JAMES D MADIGAN 2ND LT 0-20990E23 CMA 2532 BU SQ B AFTRC RAND

H

E FLD TEX CMA FATAL PD

SCANNER WILLIAM J MCCOUN FLIGHT OFFICER T-146330 CMA 2532BU

426

SQ B AFTRC RANDOLPH FIELD TEX CMA FATAL PD

SCANNER KENNETH T GRIFFIN PFC 17154381 CMA 2532BU SQ C-1 AFTRC

RANDOLPH FLD TEX CMA FATAL PD

F AIRPLANE CRASHED INTO GROUND NOSE DOWN SLIGHTLY PAST VERTICAL PD

PARTS OF PLANE SCATTERED OVER AREA APPROXIMATELY 110 YARDS

RADIUS PD PLANE BURNED AFTER CRASH PD

G UNKNOWN

H NONE

I LOCAL

J TRAINING K 2000 SCATTERED VISIBILITY UNRESTRICTED PD L UNDETERMINED

CONFIRMED INFORMATION CLEARANCE NUMBER AAF-FS-T10 END 9G-028

2021Z

CORRECTION 4TH LINE LAST STACKED WD DISREGARD

13TH LINE LAST WD SHLD READ YRARDS RPT YARDS

6-12-1

1494

JUN 16 7 53 PM 1945

A + A(A)

A + A(A)

A+ALE ✓
File

TOOCCVVVVVVVVVVVVVVVVVVVVVV

A70

DB409

FB448

UAWS V UFHC NR200 WD P P

FROM COOPER AAFPS RANDOLPHFLD TEX JUN 162201Z WG .

TO CG AAF OFS WINSTON SALEM N C

INFO CG AAF WASHINGTON D C

CG AAFCFTC RANDOLPHFLD TEX

GRNC

SUPPLEMENTAL TB-29 CMA 42-93827 CMA MARION TEX CMA 12 JUNE 45

CMA PILOT ROBERT A JOHNSON PD

C PILOT ROBERT A JOHNSON CAPTAIN 0-671946 CMA 2532BU SQ B AFTRC

RANDOLPHFLD TEX CMA FATAL PD

E STUDENT ENGINEER BOYDA F MILLER JR 2ND LT 0-785858 CMA 2532BU

SQ B AFTRC RANDOLPHFLD TEX CMA FATAL PD

CONFIRMED INFORMATION CLEARANCE NUMBER AAF-FS-T10 END 9G-048

2219Z

428

TB-29 42-93827 12 45 C 0-671946 2532BU SQ B E 0-785858 2532BU SQ B

AAF-FS-T10 9G-048

6-12-1

(Handwritten signature)