

CONFIDENTIAL

GATOR

ACCIDENT NO. 1409

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

45-9-20-526

(1) Place 1/4 mile south of AAF 123 (2) Date 20 September 1944 (3) Time 2531
(4) Type and model P-51 Mustang (5) A. F. No. 42-7556 (6) Station AAF 123
(7) Organization (1) VIII (2) ASAC (H) (3) 7556 (H)
(4) PERSONNEL (5) BH (6) Z180

DOVT	NAME (Last name first)	RANK	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMBINED	REASON FOR PERSONNEL	USE OF FALLGUARD
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	P. HUNTER, ROBERT E.	P	0-222170	2d Lt	20 01	AF	VIII	FATAL	No
04	CO. HART, CLAY W. JR.	CO	0-227072	2d Lt	20 01	.	.	.	.
05	H. GARNER, JAMES D.	H	0-227072	2d Lt	20 01	.	.	.	.
11	RD. CHAMBERLAIN, EDWARD V.	RD	16118567	Sgt	20 73	.	.	.	.
11	R. KIRBY, ROBERT E.	R	37723417	Sgt	20 70	.	.	.	.
11	G. MOORE, DAVID W.	G	10022005	Sgt	20 70	.	.	.	.
73	CIVILIANS						83	FATAL	U
73	SMITH, ERIK WIG, 12 Hastings Avenue, Norwich, Norfolk.						83	MURDER	U
73	MOORE, LOUIS CHARLES WALKER, 21 Hastings Avenue, Norwich, Norfolk.						83	.	U
73	MOORE, PATRICIA CAROL ANN, 21 Hastings Avenue, Norwich, Norfolk.						83	.	U
73	MOORE, JACK WALTER, 21 Hastings Avenue, Norwich, Norfolk.						83	.	U
73	TRIMBLE, IDA MRS., 11 Hastings Avenue, Norwich, Norfolk.						83	.	U
73	TRIMBLE, FAY, 11 Hastings Avenue, Norwich, Norfolk.						83	.	U

FLYLINE
(30) HUNTER, ROBERT E. (31) 0-222170 (32) 2d Lt (33) AF
(Last name) (First name) (Middle initial) (Rank) (Branch)
Assigned (34) VIII (35) ASAC (H) (36) 7556 (H) (37) AAF 123
(Command and Air Force) (Group) (Station)
Attached for flying (38) same (39) Z180
(Command and Air Force) (Group) (Station)
Original rating (40) PILOT (41) 2 Feb 44 Present rating (42) PILOT (43) 2 Feb 44
(Rank) (Date) (Rank) (Date)

First Pilot Hours:
(at the time of this accident)
(38) This type (last 90 days 173:10) (44) Instrument time last 90 days
(39) This model 8:05 (45) Instrument time last 30 days
(40) Last 90 days 97:05 (46) Night time last 30 days
(41) Total (last 90 days 173:10) (47) Night time last 30 days
(Student Time)

AIRCRAFT DAMAGE		(48) LIST OF DAMAGED PARTS
(46) Aircraft	<u>Complete wreck.</u>	
(47) Engine(s)		
(48) Propeller(s)		

(49) Weather at the time of accident Clear - 1000 yds Vis.
(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAF 123 (53) To AAF 123 (54) Kind of clearance Contact
(55) Pilot's mission Operational (training)
(56) Nature of accident Engine failure
(57) Cause of accident Engine failure
(58) No form 58 being submitted.

CLASSIFICATION CANCELLED OR CHANGED,
TO RESTRICTED
BY AUTHORITY OF CEAAR
BY J. C. A. DATE 11-1-46
09
23
35
86

Incl. #6

RESTRICTED

CONFIDENTIAL

FLYING CONTROL
AAF 123 APO 558

20 SEPTEMBER 1944

ACCIDENT STATEMENT

WHILE TAKING OFF ON A "TRUCKING" MISSION, THIS
DATE, B-24 # 516 "K", 755TH SQUADRON, PILOTED BY LT
HUMKE, CRASHED AND BURNED APPROXIMATELY 1/4 MILE SOUTH
OF THIS FIELD. ALL MEMBERS OF THE CREW WERE KILLED
AND CONSIDERABLE CIVILIAN DAMAGE WAS CAUSED.
WEATHER: CALM - 1400YDS. VIS. AT 16:00 HOURS

ROBERT A. QUILLIVAN
1ST LT., AIR CORPS
FLYING CONTROL OFFICER

COPY:
DIVISION FLYING CONTROL
FORM 14 (GROUP OPERATIONS)
" " "

FILE

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DESCRIPTION OF ACCIDENT

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

Approximately 1630, 20 September 1944, A/C B 24 H, 42,7516, assigned to the 755th Bombardment Squadron, 458th Bombardment Group (H), took off on R/W 23, AAF Station 123. At 1631, this A/C crashed in Norwich, Norfolk County, England, around the vicinity of Hastings Avenue. All six members of the crew were instantly killed and the A/C suffered a complete wreck by fire and impact. One civilian, a Mrs. Ethel Smith, was killed and five (5) civilians were slightly injured. Twenty (20) civilian homes were either damaged or completely destroyed by fire and impact of the A/C as it ploughed diagonally across Hastings Avenue. The resulting fire was enormous.

At the time of this accident A/C was employed in a trucking mission, hauling gasoline. It was loaded with three thousand five hundred thirty (3,530) gallons of fuel distributed as follows: two thousand (2000) gallons of one hundred (100) octane in the main tanks, four hundred fifty gallons of (450) gallons of eighty (80) octane in the auxiliary wing tanks, three hundred ninety (390) gallons of (80) eighty octane in a normal bomb bay tank installed in left front bomb bay, five hundred twenty five (525) gallons of eighty (80) octane in five (5) one hundred five (105) gallons capacity auxiliary tanks installed: one (1) in the front bomb and four (4) in the rear bomb bays, and one hundred sixty five (165) gallons of eighty (80) octane were installed in the waist in an auxiliary tank of that capacity. The resulting pay load was approximately seven thousand (7000) pounds not counting the weight in the Tokyo tanks. This A/C had no ball turret.

At time of take-off the wind was practically a dead calm. Four (4) A/C similarly loaded took off before crashed A/C and one (1) behind it. After this the R/W in use was reversed one hundred eighty degrees (180°).

The Pilot, Lieutenant HUMKE, had approximately five hundred (500) hours total flying time and had, had no operational missions but was checked and declared proficient for combat flying by his squadron commander, Major JAMISON of the 755th Bombardment Squadron. This was his first experience with a heavily loaded B 24 A/C.

The Assistant Group Operations Officer witnessed the take-off from the Control Tower and stated that the A/C used the entire length of R/W before becoming airborne. He also stated that the nose did not appear excessively high at any time during the take-off run; that the engines sounded normal and that the Pilot seemed to have difficulty in getting A/C in air when the R/W gave out. Other eye-witnesses confirmed this.

The bomb bay door struck a six (6) feet high field lighting pole approximately three hundred (300) feet from end of R/W; continued in a straight flight clearing a two and a half (2½) story building some three (3) to four (4) hundred yards further on and crashed approximately one (1) mile south of R/W.

This A/C had been declared war-weary by the Group, however, the crew chief stated that both his and the Pilot's pre-flight were normal. An inspection of the engineering forms showed no critical irregularities.

An inspection of the wreck showed the wing flaps in the fully retracted position (see pictures), but no eye-witness was able to state positively whether this was the case at take-off or not.

It is the opinion of the undersigned that the take-off in question was made with either the wing flaps up, the cowl flaps open, with fouled up spark plugs or a combination of these troubles. The field lighting poles in question are a definite flying hazard that may or may not have been instrumental in causing this accident. Undoubtedly the Pilot's inexperience was a contributing factor in this case. That the one hundred sixty five (165) gallon auxiliary tank installed in the waist could have broken its mooring and disrupted the center of gravity is improbable.

RECOMMENDATIONS:

- Continued stress be made on the correct use of airplane check lists.
- The field lighting poles in question were modified to eliminate the flying hazard, even though said poles were within specifications of British Standard equipment.
- That inexperienced Pilots be reminded again and again the take-off characteristics of heavily loaded B-24 A/C with R/Ws of six thousand (6000) yards or less. In all cases brakes should be held until engines are at least two thousand (2000) R.P.M.s and the overtravel of superchargers be used in emergency.

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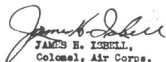
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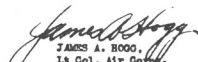
RECOMMENDATIONS:

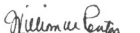
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- b. The field lighting poles in question were modified to eliminate the flying hazard, even though said poles were within specifications of British Standard equipment.
- c. That inexperienced Pilots be reminded again and again the take-off characteristics of heavily loaded B-24 A/C with R/Ws of six thousand (6000) yards or less. In all cases brakes should be held until engines are at least two thousand (2000) R.P.M.s and the overtravel of superchargers be used in emergency.

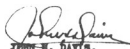
RESPONSIBILITY:

The responsibility in this accident is unknown.


JAMES H. ISBELL,
Colonel, Air Corps,
President.


JAMES A. HOOG,
Lt Col, Air Corps.


WILLIAM M. ROUTH,
Major, Medical Corps.


JOHN M. DAVIS,
Major, Air Corps.


ELWOOD T. CLAGGETT,
Captain, Air Corps.

2 October 1944.

A/C Accident Board, AAF 123,
per SO 199, Par 6, dtd 31 Jul 44.
Hqs. AAF 123, APO 558.

22 September 1944

TIME OF ACCIDENT: 1631 20 Sep 44

LOCATION OF ACCIDENT: Hastings Avenue, Norwich, Norfolk, England.
(Residences Nos. 1-21 inclusive)

A/C: TOTAL LOSS

MISSION - OPERATIONAL (Gasoline Transport)

PERSONNEL:

CREW (6) KIA for details see attached sheet.

CIVILIANS - 1 Killed and 5 Slightly Injured. for details see attached sheet.

PROPERTY DAMAGE:

- No. 1 Mr. Gresskill, had a window broken in his front door.
- No. 2 Mr. Rivett, Owner had broken tile on roof, and damage to garden and fences in rear.
- No. 3 No apparent damage other than some debris on lawn.
- No. 4 Mr. Green, owner and tenant, wrecked greenhouse in rear, as well as garden and fences and some window glass broken.
- No. 5 No apparent damage other than approximately a 4' dent in metal eave on the top outer edge, and would be classed as negligible. Had debris in yard.
- No. 6 Mr. F. C. Smith, owner and tenant, Gess Pool Cover broken, and window glass broken.
- No. 7 Mrs. Annie Martin, owner and tenant, Tile on Roof broken, Glass in front windows broken, and dirt and pieces of glass strewn over front rooms and hallway.
- No. 8 Mrs. Somerville, Glenroy Brooks Road, Poringland, Norwich, Owner, but not tenant. Roof damage, tile broken, window glass broken, and six or eight brick broken out of corner of house, along with the cess pool cover being broken, and the garden and fences in the rear being demolished.
- No. 9 Mrs. Forder, tenant, property owned by Mrs. R. Corne, Lower Hellesdon, General damage was done to this residence.
- No. 10 Mr. Palmer, tenant, Mr. Brown of Brown's shop on corner was owner, this residence was a total loss by fire, and portion of plane landing or crashing into it.
- No. 11 Mrs. Trishy, owner, House total loss from portion of plane crashing into it and resulting fire.
- No. 12 Mrs. Smith, owner, House total loss caused by portion of plane crashing into house and setting fire to it.
- No. 13 Mr. Rust, owner, Total loss caused by portion of plane crashing into and setting it on fire.
- No. 14 Mr. James owned residence and it was a total loss caused by fire.
- No. 15 Mrs. Kerriage, owner Total loss caused by portion of plane crashing into and setting it on fire.

CREW MEMBERS A/C 42-7516 755th Bombardment Squadron 458th Bombardment Group (H)

KILLED IN ACTION 20 SEPTEMBER 1944

PILOT:	HERBERT H. HUNCK, 0-822170, 2 Lt., AUS
CO-PILOT:	GLEN W. MARR, JR., 0-827872, 2 Lt., AUS
NAVIGATOR:	JAMES D. GARNER, 0-2056374, 2 Lt., AUS
RADIO OPER:	Edward V. Osmernecki, 16118967, Sgt., AUS
ENGINEER:	Robert H. Kirby, 33723443, Sgt., AUS
GUNNER:	David W. Moodie, 13082005, Sgt., AUS

CASUALTY INFORMATION - HURK A/C 42-7516 B-24-B 20 September 1944.

Source of Information: Mr. C. C. ROBINSON, Norfolk County Constabulary, Police House, Hercules Road, Helsdon. Telephone: NORWICH 22841.

Civilians Killed: Mrs. Ethel Smith, 12 Hastings Avenue, Norwich, Norfolk, England.
(Next of Kin) Nephew: Gerald John Downs, 5956776, Pvt. Hq. Co.
Officer's Mess Gibraltar Barracks,
Bury St. Edmunds, Suffolk
Beds. & Hearts. Regiment.

Local Address: 111 Drayton Road, Norwich.

Civilians Injured: Louis Charles Makim Hough, Age 36, minor cuts on left leg.
21 Hastings Avenue, Norwich.

Patricia Carol Ann Hough, Age 6, Minor cuts on head and Bruises
on chest. 21 Hastings Avenue, Norwich.

Jack Walter Hough, Age 12 Weeks, Minor head injuries and bruises.
21 Hastings Avenue, Norwich.

Mrs. Ida Trimby, Age 35, Minor burns and shock.
11 Hastings Avenue, Norwich.

Pat Trimby, Age 11, Minor Burns and shock.
11 Hastings Avenue, Norwich.

NOTE: Local Press gave an account of one SIDNEY HOUGHTON, age 4 as being injured, however the police were unable to identify this person, or locate him in any way and their impression was that the press was in error in making that statement.

CLAIMS INFORMATION - - NUMBER A/C 42-7516 B-24-E

22 September 1944 Sheet No. 2

- No 16 Mr. John Mack, owner, damaged tile in rook, and general fire, smoke and water damage.**
- No. 17 Mr. Rodney H. George, buying home thru loan association, Hole in Roof, water and smoke damage.**
- No. 18 Owner unknown, three holes in roof.**
- No. 19 Mr. Bryant, owner and tenant, Hole in roof, Water damage, Propeller driven thru corner of wall causing serious damage, and also damage to furniture.**
- No. 20 No apparent damage other than a board fence had been pushed loose and no doubt a claim will be made, however the damage should be classed as negligible.**
- No. 21 Mr. Hough, tenant, Mr. J. Burlingham, owner, two (2) tiles on roof broken, and slight damage done to lawn and fences.**

Throughout this general area no doubt claims will be made for smoke damage, and the lawns, and shrubbery are generally damaged to at least some extent.

The following telephone number was given to me by the Sector Warden for further detailed information;

NORWICH 22841.

G. K. Meadows, T/Sgt.

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STATEMENT OF M/SGT AARON E. SCHMIDT, 6756594
Crew Chief of A/C 42-7516
755th Bombardment Squadron (H)

RE: A/C 42-7516 B-24-H CRASH 20 September 1944

The airplane operated normally when it was preflighted by Sergeant Hickey, and the undersigned. After the pilot taxied out for take-off, I returned to the hangar with the other men and we watched the airplanes taking off. The wheels of 516 appeared to have left the ground just before reaching the end of the runway, but the tail skid was dragging or appeared so in the grass beyond the perimeter. It appeared the pilot could not get the tail up. The landing gear started to retract, but I do not know if it fully retracted or not. The airplane just cleared the pub at gate. Shortly after it appeared to level off temporarily, and then the tail dropped again and crashed.

Aaron E. Schmidt

AARON E. SCHMIDT, 6756594, M/SGT.
755th Bombardment Squadron
450th Bombardment Group (H)
APO 558 a/c Pm. N.Y.C.

CONFIDENTIAL

STATEMENT OF S/Sgt. FIDMON L. KING, 14151196
Crew Chief of A/C 42-51179
755th Bombardment Squadron (H)

RE: A/C 42-7516 B-24-H CRASH 20 September 1944.

I was riding in a truck approximately 150 yards from the end of the runway as the ship (42-7516) crossed the perimeter. The plane was mushing along with the tail skid almost dragging. It looked to me as if the pilot was trying to pull the ship up, and the tail was too heavy. At the end of the field the ship gained enough altitude to clear the light post, and the landing gear had started up. I couldn't tell whether or not he had any flaps. After the ship cleared the light post it seemed to fly level for a moment, and then it looked as if he tried to pull it up again to clear some higher obstacles. The right wing went down and the ship immediately went down, and then there was a huge column of flame and smoke rising from the crash.

Fidmon L. King

FIDMON L. KING, S/Sgt. 14151196
755th Bombardment Squadron
458th Bombardment Group (H)
APO 558 c/o Pm. N.Y.C.

CONFIDENTIAL

STATEMENT OF CEDRIC E. WIDBER, 6130312, M/Sgt.
Crew Chief of A/C 41-29288
755th Bombardment Squadron (H)

RE: A/C 42/7516 B-24-H CRASH 20 September 1944.

About 1630 hours 20 September 1944, four men including myself were coming by the 754th Dispersal Area on the Perimeter, when we noticed Ship No. 516 taking off. My reason for noticing especially was its more than usual tail low attitude. I believe the ship was clear of the ground when it crossed the perimeter at the end of the runway, but it was doing what is called "Grass Cutting", that is just staying clear of the grass. All four engines sounded like they were pulling good, yet at the time, I mentioned it looked like a crash. This was because of the very tail heavy attitude. Looked like it acquired about 50 feet altitude, by what is known as hanging on the props. It was approaching buildings and looked to me like the pilot might be trying to pull up just a little more to ease over to the right a little to miss a building. Suddenly the right wing dipped and it fell off sharply to the right. I think the right wing tip would be the first part of the ship to hit as it was pointed almost straight down. Just as it hit flames immediately billowed up strongly. I couldn't make a statement on wheels or flaps. The ship in my opinion never was in a normal flying attitude, or a position where flaps should be raised. It couldn't have had a high airspeed dragging the wing in the position it was in.

Cedric E. Widber
CEDRIC E. WIDBER, 6130312, M/Sgt.
755th Bombardment Squadron
458th Bombardment Group (H)
APO 558 c/o Pm. N.Y.C.

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HEADQUARTERS 2d BOMBARDMENT DIVISION
AAF 147 APO 558

MsA/70

22 September 1944

SUBJECT: Report of Inspection.

TO : Commanding General, 2d Bombardment Division.

1. On 21 September 1944 an inspection of an airplane crash near AAF Station 123 was made by Col. Robert B. Miller, Division Air Inspector.

2. The following facts were determined during the inspection:

a. Subject aircraft, 516K, assigned to 755th Bombardment Squadron, 458th Bombardment Group (H), took off from runway #23, the fifth (5th) ship in a series to take off at this occasion. Wind speed at take-off time was practically a dead calm. Another ship took off behind 516K.

b. The Assistant Group Operations Officer witnessed the take-off from near the control tower and stated that the aircraft used all the runway before becoming airborne. He also stated that the nose did not appear excessively high at any time during the take-off run. The engines sounded normal during the run.

c. The aircraft had no ball turret, had a crew of six (6) and was loaded with M1 fuel for the current cargo mission.

d. The bomb bay door of the airplane struck a field lighting pole at an estimated distance of three hundred (300) feet from the end of the runway. The pole was approximately six (6) feet in height. Small parts of the bomb bay door were identified near the pole.

e. The airplane continued in straight flight for an estimated one half (1/2) mile before crashing.

f. Upon inspection of the crashed aircraft a part of the right wing was found at the point of impact. A part of the left wing was found on across the street. This part of the left wing housed the flap cylinder which was in the fully retracted position. The flaps on both sections of the wings examined were fully retracted in the up position. Another small section of the left wing was found about twenty (20) feet away and this part had a small section of the flap resting in the retracted position (Pictures have been made of these observations).

g. The crew of the plane had no combat experience as yet, but were checked out and declared proficient for combat by the 755th Squadron.

h. The airplane cleared a two and a half (2 1/2) story building at an estimated fifteen hundred (1500) feet from end of runway.

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3. It is the opinion of the undersigned that the take-off in question was made with either the wing flaps up, the cowl flaps open, with fouled up spark plugs or a combination of these troubles. The field lighting poles in question are a definite flying hazard that may or may not have been instrumental in causing this accident.

4. Recommendations.

a. That continued stress be made on the correct use of airplane check lists.

b. That the field lighting poles in question be modified to eliminate the flying hazard (this has already been instigated by the Station Commander.).

c. That take-off with a dead calm always be made in a direction away from a heavily built-up area (this recommendation has been instigated by the Station Commander).

/s/ Robert B. Miller
/t/ ROBERT B. MILLER,
Colonel, AG,
Air Inspector.

A CERTIFIED TRUE COPY.

Ellwood T. Claggett
ELLWOOD T. CLAGGETT,
Captain, Air Corps.

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75TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
AAF Station 123, APO 558

23 August 1944.

SUBJECT: Designation of Aircraft permanently unfit for tactical Use.

TO : Commanding Officer, 458th Bombardment Group (H), AAF Station 123, APO 558.

1. In compliance with VIII Air Force Memorandum 65-21, dated 26 June 1944 and Letter, Headquarters 2D Bombardment Division, File Number 452.1, Subject, Authorized Aircraft Strength, dated 4 July 1944, the following information is submitted on Airplane B-24H, A. C. No. 42-7516, recommended to be designated permanently unfit for tactical use.

- a. Type, Mode, Series and Serial Number: B24H, 42-7516.
- b. Unit to which assigned: 755th Bombardment Squadron (H).
458th Bombardment Group (H).
- c. Total flying hours: 417:25.
- d. Total operational hours: 175:00.
- e. Total sorties completed: 27.
- f. Total Abortions due to mechanical causes: 2.
- g. Defects:

(1) Subject Aircraft landed when nose wheel was retracted while being ferried to the U.K. and seemed to have had no preventative maintenance while undergoing such repairs. The Aircraft had deteriorated to such an extent that excessive maintenance has been required since assignment to this Squadron. This airplane was a year old before it was used for tactical purposes.

(2) Oil supercharger regulators have constantly required excessive maintenance and was the cause of the abortions.

(3) See attached Pilots certification.

h. Aircraft is available for re-assignment, may be picked up any date on twenty four (24) hour notice.

i. Aircraft is flyable.

j. Statement by the Station Technical Inspector inclosed.

/s/ Donald C. Jamison
DONALD C. JAMISON,
Major, Air Corps,
Commanding.

2 Inclosures.

A CERTIFIED TRUE COPY.

Edward T. Claggett
EDWARD T. CLAGGETT
Capt, Air Corps.

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HEADQUARTERS
AAF Station 123, APO 558
Office of the Base Technical Inspector

28 August 1944.

SUBJECT: Designation of Aircraft Permanently unfit for Tactical use.

TO : Commanding Officer, 458th Bombardment Group (H), AAF Station
123, APO 558J

1. In compliance with VIII Air Force Memorandum 65-21, dated 26 June 1944 and Letter, Headquarters, 2d Bombardment Division, File, No. 452.1, Subject: Authorized Aircraft Strength, dated 4 July 1944, the following report is submitted:

a. Having inspected B-24H Airplane A. C. No. 42-7516, it is the opinion of this office that the aircraft is unfit for further tactical use, notwithstanding the fact that it is technically in average condition.

/s/ Ellwood T. Claggett
/t/ ELLWOOD T. CLAGGETT,
Capt., Air Corps,
Base Tech Inspector.

A CERTIFIED TRUE COPY.

Ellwood T. Claggett
ELLWOOD T. CLAGGETT
Capt., Air Corps.

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HEADQUARTERS
AAF 123 APO 558
Office of the Air Inspector

R/mm

4 October 1944.

SUBJECT: Report on A/C B 24 H. 42-7516.

TO : Commanding General, VIII Air Force, AAF 101, APO 634. ATTN:
A-3. THROUGH: Commanding General, 2d Bombardment Division,
AAF 123, APO 558, ATTN: A-3.

1. WD AAF Form No 60 A&B, and WD AAF Form No 41B, were inspected by
Major WILSON, VIII Air Force Technical Inspector. No pertinent information
was uncovered.

2. Transcript of Pilot's Form No 5 for September was unattainable as
it has been forwarded with his effects.

3. This A/C was not flown on 17, 18 , 19 September 1944.

4. WD AAF Form 1A for September 16 & 20 is herewith inclosed, also
statements that this A/C be declared unfit for tactical duty.

Ellwood T. Claggett
ELLWOOD T. CLAGGETT
Captain, Air Corps,
Asst. Air Inspector.

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759TH BOMBARDMENT SQUADRON (B)
Station 123 APO 558
Office of the Operations Officer

It is my opinion that the B-24 a/c #42-7516, is unfit for further tactical service because of several very undesirable flight characteristics. The a/c seems to be immune to trim tabs. It flies wing low and develops a vibration in the right wing at several air speeds. It requires excessive power to hold formation. This is particularly true at high altitudes.

Because of constant supercharger troubles it is not possible to synchronize the throttles. This causes uneven power distribution when "jockeying" in formation and increases the difficulty with which a position is held.

NAME /s/ Arthur F. Kenyon
RANK /s/ 1st Lt A.C.
SER # /s/ O-815714

A CERTIFIED TRUE COPY.

Edwood T. Claggett
EDWOOD T. CLAGGETT
Captain, Air Corps.

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REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	124:05	135:35	73:00	180:40
HOURS TODAY	4:25	4:25	4:25	4:25
TOTAL	128:30	139:50	77:25	184:65
OIL CHANGE DUE				
CUNO CLEAN-ING DUE				
AIRCRAFT	HOURS TO DATE	156:45		
	HOURS TODAY	4:25		
	TOTAL	161:10		

A CERTIFIED TRUE COPY.

CONFIDENTIAL

[illegible]

FLIGHT REPORT - ENGINEERING

CONFIDENTIAL

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
		BY	STATION		SERV- ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
PREFLIGHT	20 Sep 44	B		1ST	135	2500	120	120	120	120	120	120	120	120	
DAILY	20 Sep 44	B		2ND											
25 HOURS	109-05		AAF 123	3RD											
50 HOURS	109-05			4TH											
100 HOURS	109-05			5TH											

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION:
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	B	BAKER				Both free air temp missing 70-01-5-6602-15 7-44 N/OV 12 mesh on 1200 #3 generator out #1 & 3 mesh out : 1200
GUNNERY	B	BAKER				
CHEMICAL	B		AAF 123			
COMMUNICATIONS	B	NELSON				
PHOTOGRAPHIC						
NAVIGATION						

EXCEPTIONAL RELEASE	
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.	
RELEASED FOR FLIGHT	10/1 ROBERT E. BUNK

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

	AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)					
	ENGINE	NO. 1	NO. 2	NO. 3	NO. 4	
	HOURS TO DATE	11440	13970	7705	1645	
	HOURS TODAY					
TOTAL						
OIL CHANGE DUE	BO	BO	BO	BO		
CURD CLEAN- ING DUE	D	D	D	D		
AIRCRAFT	HOURS TO DATE		161.00			
	HOURS TODAY					
	TOTAL					

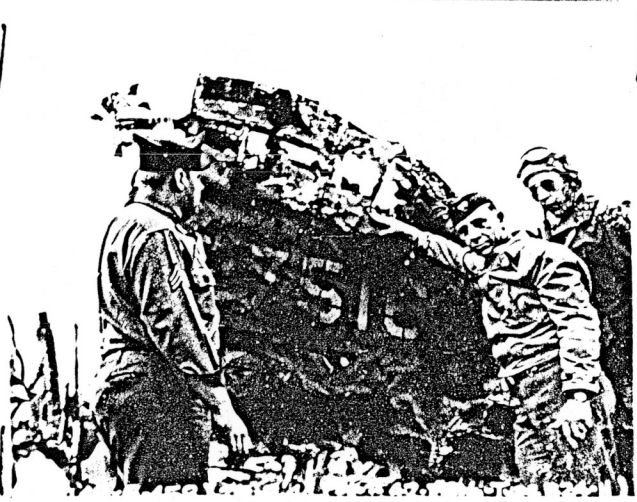
Batteries replaced by Sgt Crump
Serviced by N/Sgt Schmidt.

A CERTIFIED TRUE COPY.

Ellwood T. Claggett
ELWOOD T. CLAGGETT
 Captain, Air Corps.

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ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA	
(1)	ENGINE SERIAL NO.	(1)	COMPONENT	(1)	AIR FORCE
(2)	ENGINE SERIAL NO.	(2)	COMPONENT	(2)	ENGINE
(3)	ENGINE SERIAL NO.	(3)	COMPONENT	(3)	ENGINE
(4)	ENGINE SERIAL NO.	(4)	COMPONENT	(4)	ENGINE
(5)	ENGINE SERIAL NO.	(5)	COMPONENT	(5)	ENGINE
(6)	ENGINE SERIAL NO.	(6)	COMPONENT	(6)	ENGINE
(7)	ENGINE SERIAL NO.	(7)	COMPONENT	(7)	ENGINE
(8)	ENGINE SERIAL NO.	(8)	COMPONENT	(8)	ENGINE
(9)	ENGINE SERIAL NO.	(9)	COMPONENT	(9)	ENGINE
(10)	ENGINE SERIAL NO.	(10)	COMPONENT	(10)	ENGINE
(11)	ENGINE SERIAL NO.	(11)	COMPONENT	(11)	ENGINE
(12)	ENGINE SERIAL NO.	(12)	COMPONENT	(12)	ENGINE
(13)	ENGINE SERIAL NO.	(13)	COMPONENT	(13)	ENGINE
(14)	ENGINE SERIAL NO.	(14)	COMPONENT	(14)	ENGINE
(15)	ENGINE SERIAL NO.	(15)	COMPONENT	(15)	ENGINE
(16)	ENGINE SERIAL NO.	(16)	COMPONENT	(16)	ENGINE
(17)	ENGINE SERIAL NO.	(17)	COMPONENT	(17)	ENGINE
(18)	ENGINE SERIAL NO.	(18)	COMPONENT	(18)	ENGINE
(19)	ENGINE SERIAL NO.	(19)	COMPONENT	(19)	ENGINE
(20)	ENGINE SERIAL NO.	(20)	COMPONENT	(20)	ENGINE
(21)	ENGINE SERIAL NO.	(21)	COMPONENT	(21)	ENGINE
(22)	ENGINE SERIAL NO.	(22)	COMPONENT	(22)	ENGINE
(23)	ENGINE SERIAL NO.	(23)	COMPONENT	(23)	ENGINE
(24)	ENGINE SERIAL NO.	(24)	COMPONENT	(24)	ENGINE
(25)	ENGINE SERIAL NO.	(25)	COMPONENT	(25)	ENGINE
(26)	ENGINE SERIAL NO.	(26)	COMPONENT	(26)	ENGINE
(27)	ENGINE SERIAL NO.	(27)	COMPONENT	(27)	ENGINE
(28)	ENGINE SERIAL NO.	(28)	COMPONENT	(28)	ENGINE
(29)	ENGINE SERIAL NO.	(29)	COMPONENT	(29)	ENGINE
(30)	ENGINE SERIAL NO.	(30)	COMPONENT	(30)	ENGINE
(31)	ENGINE SERIAL NO.	(31)	COMPONENT	(31)	ENGINE
(32)	ENGINE SERIAL NO.	(32)	COMPONENT	(32)	ENGINE
(33)	ENGINE SERIAL NO.	(33)	COMPONENT	(33)	ENGINE
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(36)	ENGINE SERIAL NO.	(36)	COMPONENT	(36)	ENGINE
(37)	ENGINE SERIAL NO.	(37)	COMPONENT	(37)	ENGINE
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(42)	ENGINE SERIAL NO.	(42)	COMPONENT	(42)	ENGINE
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(68)	ENGINE SERIAL NO.	(68)	COMPONENT	(68)	ENGINE
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(72)	ENGINE SERIAL NO.	(72)	COMPONENT	(72)	ENGINE
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(74)	ENGINE SERIAL NO.	(74)	COMPONENT	(74)	ENGINE
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(76)	ENGINE SERIAL NO.	(76)	COMPONENT	(76)	ENGINE
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(78)	ENGINE SERIAL NO.	(78)	COMPONENT	(78)	ENGINE
(79)	ENGINE SERIAL NO.	(79)	COMPONENT	(79)	ENGINE
(80)	ENGINE SERIAL NO.	(80)	COMPONENT	(80)	ENGINE
(81)	ENGINE SERIAL NO.	(81)	COMPONENT	(81)	ENGINE
(82)	ENGINE SERIAL NO.	(82)	COMPONENT	(82)	ENGINE
(83)	ENGINE SERIAL NO.	(83)	COMPONENT	(83)	ENGINE
(84)	ENGINE SERIAL NO.	(84)	COMPONENT	(84)	ENGINE
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(88)	ENGINE SERIAL NO.	(88)	COMPONENT	(88)	ENGINE
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(94)	ENGINE SERIAL NO.	(94)	COMPONENT	(94)	ENGINE
(95)	ENGINE SERIAL NO.	(95)	COMPONENT	(95)	ENGINE
(96)	ENGINE SERIAL NO.	(96)	COMPONENT	(96)	ENGINE
(97)	ENGINE SERIAL NO.	(97)	COMPONENT	(97)	ENGINE
(98)	ENGINE SERIAL NO.	(98)	COMPONENT	(98)	ENGINE
(99)	ENGINE SERIAL NO.	(99)	COMPONENT	(99)	ENGINE
(100)	ENGINE SERIAL NO.	(100)	COMPONENT	(100)	ENGINE

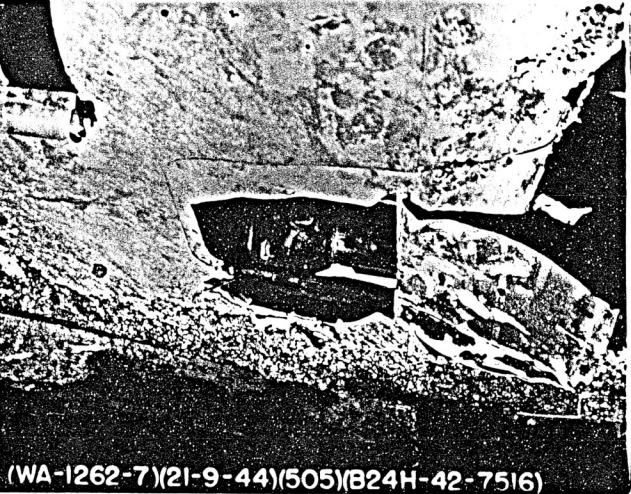








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(WA-1262-7)(21-9-44)(505)(B24H-42-7516)



(WA-1262-6)(21-9-44)(505)(B24H-42-7516)



Huesham

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