

Accident No. 44-7-16 504

Date

Checked by

Analyzed by MB

8-19-43

Copied for Wright
Field by

Notes

07 Take-off.

(Nature Group)

53

(Specific Nature)

(Underlying Nature)

19

(Cause Group)

18

(Specific Cause)

61

(Underlying Cause)

84

Airplane stalled in with
engine failure (appears
highly probably pilot experienced
engine trouble in both right
engines; Failure of one, possibly
2 engines - (undetermined).
Material - Power plant
Failure of one, possibly two
engines (cause - undetermined).
Undetermined - no information
aircraft and engine were

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

ACCIDENT No.

(1) Place Station 139 (2) Date July 18, 1943 (3) Time 1805
AIRCRAFT: (4) Type and model B-17 (5) A F No. 42-30806 (6) Station 139
Organization: (7) 8th Bomb. Com. 8th AF (8) 100th (9) 349th
(Command and Air Force) (Group) (Squadron)

PERSONNEL

NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Barnhill, Woodrow B.	P	0-863463	1st Lt.	2C-10	AC	8th BC	Fatal	None
Hudson, Carl P.	P	0-797996	2nd Lt.	2C-10	AC	8th BC	Fatal	None
Carr, William E.	E	0-730224	2nd Lt.	2C-10	AC	8th BC	Fatal	None
Rucker, Winfred L.	E	0-729995	1st Lt.	2C-10	AC	8th BC	Fatal	None
Contos, Peter (NMI)	E	18058316	2nd Lt.	2C-10	AC	8th BC	Fatal	None
Harris, Newton E.	AE	18054887	2nd Lt.	2C-10	AC	8th BC	Fatal	None
Johnson, Edward D.	BO	15061849	2nd Lt.	2C-10	AC	8th BC	Fatal	None
Opals, Frank M.	ARO	32582435	2nd Lt.	2C-10	AC	8th BC	Minor 2	None
Noel, Vincent S.	C	532 3685	2nd Lt.	2C-10	AC	8th BC	Minor 2	None
Russell, Peter S. Jr.	AG	31078366	2nd Lt.	2C-10	AC	8th BC	Minor 2	None

PILOT CHARGED WITH ACCIDENT

(20) Barnhill Woodrow (21) 0-863463 (22) 1st Lt. (23) 2C-1 (24) AC
(Last name) (First name) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th BC, 8th AF (26) 100th (27) 349th (28) 139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th BC, 8th AF (30) 100th (31) 349th (32) 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 9-5-42 Present rating (35) P (36) 9-5-42 Instrument rating (37) —
(Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type 501.15 (39) Instrument last 3 months
(40) This model 105.00 (41) Instrument last 30 days
(42) Last 90 days 725.10 (43) Night last 3 months
(44) Total 725.10 (45) Night last 30 days

AIRCRAFT DAMAGE

(46) Aircraft 5 (47) Engines 5 (48) Propellers 5
(11) (12) (13) (14) 00
(50) Weather at the time of accident CAVU

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Local (53) To 75 (54) Kind of clearance Form 15
Practice Formation Flight
(55) Pilot's mission Flight Leader

(56) Nature of accident Pilot took off on Runway 28 to the West. Banked immediately after take-off and held bank until crash 1/2 mile North of Field, headed in opposite direction. Traffic was right hand.

(57) Cause of accident CG SC 100% Material (Power plant malfunction) 18-61-84

RESTRICTED

DESCRIPTION OF ACCIDENT

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

At 1800 on 16 July 1945 A/C 43-0505 took off from Station 159 on a Group practice formation for a local flight. The pilot was "A" Flight Commander of the 549th Squadron and was well qualified in his duties. From statements of witnesses it appears that the A/C, which was being flown with light gas and no bomb load, was pulled off the ground early and almost immediately banked to the right, which was the direction of traffic. The A/C never recovered from the bank, lost altitude and crashed approximately 50 seconds after take-off headed in the opposite direction. The A/C was completely demolished, although the three men in the rear of the ship escaped with minor injuries. From statements of the witnesses most qualified it appears certain that the A/C experienced engine trouble in #2 or #3 or both, and as a result the A/C could not maintain flying speed. An examination of the remains of #2 and #3 showed no mechanical failure although they had been damaged and burned. Inspections of A/C and engines were normal, all functioning properly on preflight. No sabotage is suspected.

Concerning pilot error, if one engine was faulty the pilot should have been able to right the A/C, but if both engines on the right were at fault, the crash was unavoidable. Since it is impossible to place responsibility due to the completeness of the crash no pilot error can be established.

Signature

John B. Kidd
(Investigating Officer)

JOHN B. KIDD
Major, Air Corps

John C. Egan
JOHN C. EGAN
Major, Air Corps

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RESTRICTED

STATION 139
APO 634

AFFIDAVIT

1. I was in the radio compartment of airplane number 42-30305 on 16 July, 1943. I was acting as radio operator in order to learn as much as possible about the equipment. I did not notice anything unusual during the take off, and we were between 50 and 100 feet above the ground when the plane went into a steep bank. This must have thrown me against the side of the plane and knocked me out, for that is all I remember.

Frank M. Opala

FRANK M. OPALA, 32383445,
S/Sgt, Air Corps,
349th Bombardment Sq (H).

SWORN BEFORE ME THIS DATE: July 23, 1943.

Kenneth S. Welty

KENNETH S. WELTY,
1st Lt, Air Corps,
Operations Officer.

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STATION 139
APO 634

A F F I D A V I T

1. I was in the radio compartment of airplane number 42-30305 on 16 July, 1943. I was acting as radio operator in order to learn as much as possible about the equipment. I did not notice anything unusual during the take off, and we were between 50 and 100 feet above the ground when the plane went into a steep bank. This must have thrown me against the side of the plane and knocked me out, for that is all I remember.

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FRANK M. OPALA, 32383445,
S/Sgt, Air Corps,
349th Bombardment Sq (H).

SWORN BEFORE ME THIS DATE: July 23, 1943.

Kenneth S. Welty

KENNETH S. WELTY,
1st Lt, Air Corps,
Operations Officer.

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~~CONFIDENTIAL~~
STATION 139
APO #634

20 July, 1943.

AFFIDAVIT

On Friday 16 July, 1943 our ship was preflighted. Engines was run up. We taxied out to runway and ran engines a few minutes and took off. Just after take-off we banked slightly to the right. There was two distinct backfires, the plane seemed to slow up and the right wing dropped. The pilot righted the wing again. From my position in the tail I could see number four engine-it was barely turning. The ship stayed level for a moment then the right wing dropped and the plane started dropping. The wing started digging into field. I braced myself and there was a crash.

V S Noel
Vincent S. Noel,
S/Sgt. ASN #33249683

SWORN BEFORE ME THIS DATE: 20 July, 1943.

George F. ERS
GEORGE F. ERS,
1st Lt., Air Corps,
Adjutant.

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~~CONFIDENTIAL~~

STATION 139
APO #634

20 July, 1943.

AFFIDAVIT

On Friday 16 July, 1943 our ship was preflighted - engines run up. We taxied down to runway and waited about five minutes before taking off. Just after the take-off we banked to the right and engines #3 and #4 back-fired and seemed to cut-out. The plane was then brought up to level flight and then the right wing dropped - we had lost so much forward speed that we stalled and the plane dropped rapidly. First the right wing began to drag in the ground and I was apparently thrown clear.

Peter S. Russell

Peter S. Russell
S/Sgt. ASN #31076366

SWORN BEFORE ME THIS DATE: 20 July, 1943.

G. F. Erb
GEORGE F. ERB,
1st Lt., Air Corps.
Adjutant.

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STATION 139.
APO 634.

July 16, 1943.

A F F I D A V I T

1. I was standing in front of plane number 42-30042 in dispersal point 15 watching the group take-off. I was especially interested in 42-30305 as I was explaining take-off procedure to Lt. Ziegler. The ship made a short but good turn of about 20 to 30 degrees to the right. At an estimated height of about 200 feet it levelled out; however it was losing altitude. It then went into a very steep turn to the right, from which it never came out. To me it looked like the ship's right wing stalled out and could not be controlled by the pilot. At no time did I see or think the ship was having engine trouble. The take-off speed, I estimate, was about 110 miles per hour.

Winton L. MacCarter
WINTON L. MAC CARTER
2nd Lt., Air Corps
349th Bombardment Squadron

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps

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351st BOMBARDMENT SQUADRON (H) AAF.
Office of the Squadron Commander
APO 634.

July 20, 1943.

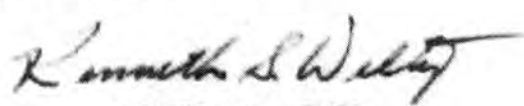
A F F A D A V I T

1. I watched plane number 42-30305 take off. It appeared to have been pulled off the ground at a near stalling speed. I noticed from the sound that one engine was cutting out badly. It appeared to be either number 3 or number 4 engine. The plane immediately went into a steep bank to the right after take-off. I watched it until it had attained approximately 150 ft. altitude. I looked back toward the east end of the east-west runway at another plane taking off. When I looked back to where the former plane had been, I saw only a black cloud of smoke rising from the ground about one half mile north of the field.

2. I jumped into a jeep and proceeded to the scene of the crash immediately. The accident occurred on Friday, July 16, 1943.


OLLEN TURNER
Captain, Air Corps
Commanding.

Sworn to and subscribed before me this 22 day of July, 1943:


KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139
APO 634

July 16, 1943.

A F F A D A V I T

1. I was standing at dispersal area number fifteen, watching airplane number 42-30805 as it took off at 1805 on July 16, 1943. The plane made a normal take-off and rose into the air twenty five to fifty feet when it made a 20 to 30 degree bank to the right. It made this turn almost immediately. It climbed to an altitude of approximately 200 feet and made another bank to the right which was almost a 90 degree bank. In my estimation, it banked too steeply and the airplane stalled out. As far as I could make out, all four engines were running and nothing appeared to be wrong with them. While the plane was climbing, the airspeed seemed low. The airplane then disappeared behind the trees and in five or six seconds a huge flame belled up.

George H. Ziegler
GEORGE H. ZIEGLER
2nd Lt., Air Corps
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps.

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~~CONFIDENTIAL~~

STATION 139
APO 634.

July 20, 1943.

A F F A D A V I T

1. While standing on a dispersal point on the north side of runway 28 waiting for the formation to take off, I noticed one plane taking off at a very slow speed. It was so slow that the tail wheel continued to drag for a distance of thirty or forty feet before adequate speed was gained to lift the plane at a lesser angle. A distinct coughing sound as if coming from either number 3 or number 4 engine was heard by myself and Capt. Ollen Turner. We both agreed that it sounded as if one of the engines was trying to quit. Immediately after take off, the plane went into a bank which continued to steepen. At that moment, I looked back at the next plane leaving the ground. Within a period of one minute, something caused me to turn around in the direction that the first mentioned plane was traveling. I saw a large amount of black smoke rising from the ground.

2. As quickly as possible, I got into a jeep and went to the scene of the crash. We were preceded by an ambulance and fire truck. I arrived at the scene at a point of six o'clock in relation to the direction that the plane was traveling. I made my way around to a point at about ten o'clock and found six bodies strewn from a point at about ten o'clock to two o'clock and at a distance of approximately thirty feet from the ship. With the assistance of T/Sgt. Cummings and others, we moved the six bodies to ambulances. Five men appeared to be alive. One was apparently dead. The observations as to dead or alive are given with reluctance inasmuch as I am not medically trained. I felt the pulse beat of each victim and gave first aid to those whom I adjudged living. Shortly afterwards, I was asked to leave as medical personnel had arrived to cope with the situation.

3. The above events transpired on Friday, July 16, 1943.
The airplane involved was B-17 No. 42-30305.

Roland T. Knight
ROLAND T. KNIGHT
1st Lt., Air Corps
Headquarters
100th Bombardment Gp (H).

Sworn to and subscribed before me this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139.
APO 634.

July 21, 1943.

RESTRICTED

A F F A D A V I T

1. At the time of the crash of airplane 42-30305, on July 16, 1943 at about 1605 hours, I was standing on the taxi strip directly behind Parking Area No. 17. The ship took off and gained altitude to about 200 feet. Then it banked sharply to the right, straightened and banked again to the right. The ship appeared to slow down and fall off on the right wing and hit the ground. In about two or three seconds, flame and smoke shot up. From all appearances, all four engines were running until I lost sight of the ship. The whole procedure happened in about fifteen or twenty seconds.

Ralph Richards
RALPH (NMI) RICHARDS, 6949115
M/Sgt., Air Corps
Line Chief
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139
APO 634.

July 20, 1943.

RESTRICTED

A F F A D A V I T

1. The first I noticed A/C 42-30305 was when I heard an engine sputter shortly after take off. I noticed it to be banking fairly steeply to the right. I then turned away from it and shortly afterwards looked back and saw a cloud of black smoke.

2. I was standing at dispersal point number 6 at the time A/C 42-30305 took off or to the ship's right and it seemed to me that it was either engine number 3 or 4 that sputtered.

3. The above events transpired on Friday, July 16, 1943.

PETER J. THEODORE
1st Lt., Air Corps
351st Bombardment Squadron
100th Bombardment Group (H), AAF.

Sworn to and subscribed before me on this _____ day of _____ 1943:

THIS IS A TRUE COPY:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps.

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~~CONFIDENTIAL~~
HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
APO 634.

July 26, 1943.

SUBJECT: Statements of RAF Personnel on Searchlight Battery.

TO : All Concerned.

1. The following Statements of RAF Personnel, who witnessed the crash of A/C 42-30305, July 16, 1943, are submitted:

(a) Statement of E. Y. Bartlett, "At approximately 1605 on Friday, 16 of July, 43, a flying fortress passed over the site South to North at a very low altitude of approximately 50 feet. It appeared to be banking when its right wing hit the ground. The plane then crashed into the trees. It immediately burst into flames. The engines appeared to be working alright. I noticed no other planes in the vicinity".

(b) Statement of H. E. Record, 2068419. "At approximately 1605, on Friday 16 of July, 43, a flying fortress passed over this site flying at a very low altitude of approximately 50 feet. On coming out from behind the trees south of the site, he gained no altitude and appeared to me that the pilot was unable to level off from a right bank. It passed over the site still banked to the right and just north of this site, the right wing hit the ground and the plane crashed into the trees where it immediately burst into flames. All his engines was working properly and there was no other aircraft in the vicinity".

(c) Statement of G. M. Taylor, 1692593. "At approximately 1605 on Friday 16, July 43, a flying fortress passed over this site from the south flying at a very low altitude. The pilot appeared to be trying to raise when the right wing just tipped over and the wing struck the ground and it crashed into the trees. All engines were working. There was no other aircraft in the vicinity".

For the Commanding Officer:

JOHN B. KIDD
Major, Air Corps
Operations Officer.

THE ABOVE IS A TRUE CERTIFIED COPY:

John B. Kidd
JOHN B. KIDD
Major, Air Corps.

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349TH BOMBARDMENT SQUADRON (B) ARMY AIR FORCE
Office of the Engineering Officer
STATION 139

July 18, 1943

A F F A D A V I T

1. Previous to the accident at 1605 hours on July 16, 1943, B-17F airplane number 42-30305 had flown on a combat mission of 06:45 hours duration July 14, 1943. On that mission it was piloted by Major W.W. Veal, the Squadron Commander. The only difficulty reported was a sluggish supercharger regulator on the number two engine.
2. A 100 hour inspection was pulled on the airplane on July 14, 1943 after the mission. The inspection was under the direction and supervision of Sgt. R.P. Davis, the assistant crew chief on the plane. He was assisted by M/Sgt. R.C. Morton, crew chief of airplane number 42-5861, in the absence of T/Sgt. H.C. Machamer, the regular crew chief on airplane 42-30305, who was on pass. A new supercharger regulator was installed on the number two engine.
3. Upon the completion of the regular inspection by the crew, a check inspection was pulled under the supervision of M/Sgt. K.I. Yonk, the Squadron Inspector. He was assisted by M/Sgt. R.C. Morton, and M/Sgt. M.H. Durio.
4. After the inspection the airplane was pre-flighted and found satisfactory by M/Sgt. E.E. Park, the Flight Chief on duty. He was assisted by M/Sgt. Morton, and Sgt. H.P. Davis.
5. The airplane did not fly on July 15, 1943, but was pre-flighted and found satisfactory by T/Sgt. Machamer in expectation of a combat mission which was later canceled.
6. The airplane was preflighted and found satisfactory by T/Sgt. Machamer on the morning of the 16th. It was given the normal pre-flight by the pilot, Lt. W.B. Barnhill, immediately before take-off.
7. At the time of the take-off the navigators thermometer was missing. There were no other defects carried against

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the plane and to the best of my knowledge it was otherwise
in perfect condition.

John I. Herlihy

JOHN I. HERLIHY,
1st Lt., Air Corps,
Engineering Officer.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty

KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139.
APO 634.

July 19, 1943.

A F F A D A V I T

1. Two days prior to the accident of airplane number 42-30305 a routine 100 hour inspection was made. The inspection was normal with the exception of a supercharger regulator change on number two position, and the cleaning off all propeller domes.

2. The inspection was under the supervision of M/Sgt. Morton who was in charge in the absence of the regular crew chief, T/Sgt. Machamer who was on pass. The airplane was inspected and passed by the squadron inspector, M/Sgt. Yonk.

3. To my knowledge and the knowledge of the men who were directly concerned with the ship it was in perfect condition and pre-flighted in the same manner. Prior to Lt. Barnhill's take-off on the 18th the ship was pre-flighted by the crew chief and pilot and was found perfect. The only thing wrong was a thermometer gage missing from the nose of the ship which was not a serious defect. The ship was assigned to the squadron, short this gage and it was carried in the 418 as such.

Ralph Richards
RALPH (NMI) RICHARDS, 6949115
M/Sgt., Air Corps
Line Chief
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps

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STATION 139.
APO 634.

July 21, 1943.

A F F A D A V I T

1. When assigned to the 349th Bombardment Squadron, A/C No. 42-30305 had 69:00 hours flying time on both airplanes and engines. As the Station inspection system was not yet operative, the acceptance check was carried out by the squadron alone. A 100 hour inspection was pulled when the airplane and engines were on their 112:45 hours on July 14, 1943 and completed at 2 A. M. July 15, 1943.

2. This inspection included the removing and cleaning of all propeller domes, flushing of supercharger lines and changing of all spark plugs. The airplane was thoroughly inspected and run up by engineering personnel under the supervision of the Squadron Inspector and Flight Chief.

3. The result of the inspection was very satisfactory. The airplane was not inspected by the Station Technical Inspector due to the fact he was not notified upon the completion of the inspection, although it has been his policy to be available whenever called upon. However though no inspection was credited to the aircraft by the Technical Inspector's Office, in accordance with G. O. OO-15-1, dated 12-8-42, Section 5, paragraph 16, there still remained the duration of the month of July in which to make this inspection.

4. On the afternoon of July 16, 1943 with the permission of the Crew Chief, the Station Inspector started an inspection of the airplane in general but was interrupted by the arrival of combat crews preparing for take-off.

5. There was only one defect noted in the course of inspection which was "Inspection overdue on A-2 Fire Extinguisher", the last inspection date being June 4, 1942.

6. The above is related in connection with the crash of A/C 42-30305, Friday July 16, 1943.

Charles W. Plank
CHARLES W. PLANK
T/Sgt., Air Corps
Station Technical Inspector
100th Bombardment Op (H).

Sworn to and subscribed before me this 21 day of July 1943.

Kenneth S. Wilty
KENNETH S. WILTY
1st Lt., Air Corps.

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STATION 139.
APO 634.

July 21, 1943.

RESTRICTED

A F F I D A V I T

1. I supervised the 100 hour inspection of 42-30305. The crew chief had men appointed for every engine. The inspection was started at about 1400 hours, July 14, 1943 and finished about 0230 hours on July 15, 1943.

2. In addition to the regular 100 hour inspection, the propeller domes were removed and flushed. A new number two super-charger regulator was also installed and checked.

3. I inspected the number one and two engines and found them in perfect condition. Later I assisted M/Sgt. Park, in pre-flighting the plane. The engines all checked out satisfactorily.

Ray C. Morton
RAY C. MORTON, 39381017
M/Sgt., Air Corps
Crew Chief
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty

KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139
APO 634

July 18, 1943

A F F A D A V I T

1. Airplane number 42-30305 was out for a 100 hour inspection at 1400 hours on July 14, 1943 and was completed about 0230 hours on July 15, 1943. Besides the regular 100 hour inspection all propeller cones were pulled and flushed. The number two supercharger regulator was also changed.

2. The engines were inspected after the crew had completed their inspection by M/Sgt. R.C. Morton and M/Sgt. M.H. Duric under my supervision. I personally inspected the airplane. The airplane was preflighted by M/Sgt. E.E. Park, the flight chief and M/Sgt. Morton and reported mechanically perfect.

R. I. Yank
R. I. YANK, 16037997
M/Sgt., Air Corps
Squadron Inspector
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me this 22 day of July, 1943:

Kenneth S. Walty
KENNETH S. WALTY
1st Lt., Air Corps

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~~CONFIDENTIAL~~
STATION 139.
APO 634.

July 21, 1943.

A F F I D A V I T

1. At about 0200 hours on July 15, 1943, I worked with M/Sgt. R. C. Morton in pre-fighting Airplane No. 42-30305 after the 100 hour inspection was completed. The ship ran up perfectly.

M/Sgt. E. E. Park
ELWOOD E. PARK, 6995432
M/Sgt., Air Corps
Flight Chief
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139.
APO 634.

July 21, 1943.

A F F A D A V I T

1. I was Crew Chief on Airplane No. 42-30305 at the time the 100 hour inspection was pulled on July 24, 1943. A regular 100 hour was pulled including the following:

All cunos were cleaned and oiled.
All sumps were cleaned and drained.
Main line strainers were drained and resaftied.
New spark plugs were installed in each engine.
All supercharger balance lines were cleaned and blown out.
The supercharger oil lines on No. 2 engine were flushed out.
thoroughly and a new regulator was installed.
All propeller domes were removed and flushed.
All lines and hose clamps were checked and found O. K.
The oil was checked on all engines and the ship was checked for all fluids.

2. The ship was inspected by M/Sgt. Yonk, M/Sgt. Durio and M/Sgt. Morton. It was later preflighted by M/Sgt. Park and M/Sgt. Morton in my presence.

Harold P. Davis

HAROLD P. DAVIS, 36074280
Sgt., Air Corps
Asst. Crew Chief
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943.

Kenneth S. Welty

KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139.
AFO 634.

July 21, 1943.

A F F A D A V I T

1. Airplane No. 42-30305 was out for a 100 hour inspection about 1400 hours on July 14, 1943 and was completed about 0230 On July 15, 1943. I inspected engine number three and four. They were in perfect condition when I inspected them and were in perfect condition when run up after the inspection was completed.

Martin H Durio 34154218

MARTIN H. DURIO, 34154218
M/Sgt., Air Corps
Crew Chief
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps.

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STATION 139.
APO 634.

July 21, 1943.

A F F A D A V I T

1. Airplane No. 42-30305 was pre-flighted by me at 1100 hours, July 16, 1943 and checked perfectly. The pilot pre-flighted the plane before taxing out from the parking space number 25 at about 1530 hours and no remarks were given to me. The propellers and superchargers were checked during the pre-flight.

2. The plane seemed to have a good take-off, but after it was off the ground it banked to the right. Upon this bank, the ship slipped off on the right wing to the ground. There was a pause of about 5 seconds before the explosion. From what I could see, all four engines were running. The plane reached an altitude of about 200 feet before it started to slip off to the right.

Harold C. Machamer
HAROLD C. MACHAMER, 6895675
T/Sgt., Air Corps
Crew Chief
100th Bombardment Group (H)
349th Bombardment Squadron.

Sworn to and subscribed before me on this 22 day of July, 1943:

Kenneth S. Welty
KENNETH S. WELTY
1st Lt., Air Corps.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
SERVICE SQUADRON
Office of the Engineering Officer
APO 634 AAF 139

23 July, 1943

RESTRICTED

SUBJECT: Examination of Engines on Airplane No. 42-30305

TO: Station Engineering Officer

1. This department has examined the four engines on Airplane No. 42-30305 which was destroyed by fire on 15 July, 1943. One engine was completely disassembled. The other three were too completely burned and damaged to warrant disassembling.

2. From the one engine torn down we cannot find anything that would have caused internal failure.

3. We recommend that these engines to be turned over to Salvage. The parts are of no use to this shop as they will have to be magnafluxed before any part of them can be used again.

RAYMOND J. MEAD
Captain, Air Corps
Engineering Officer

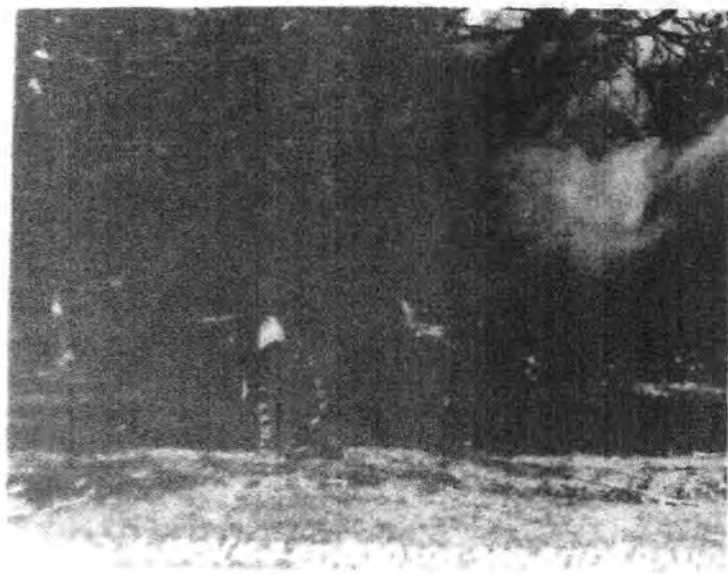
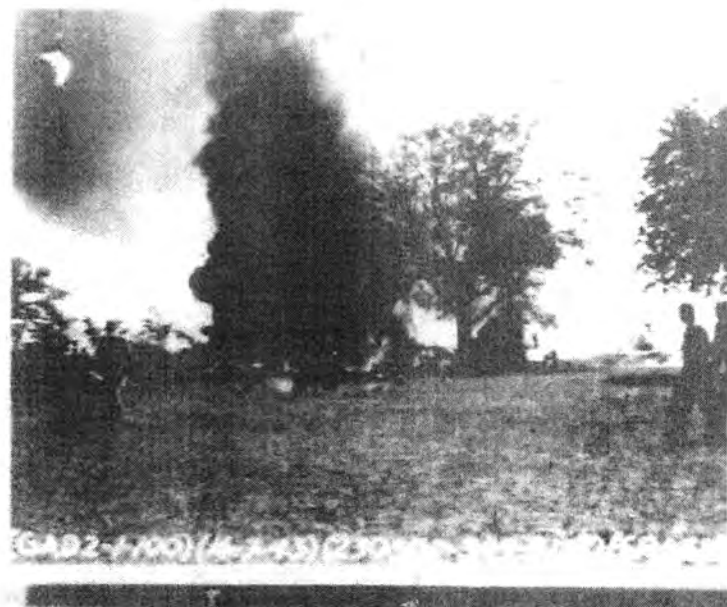
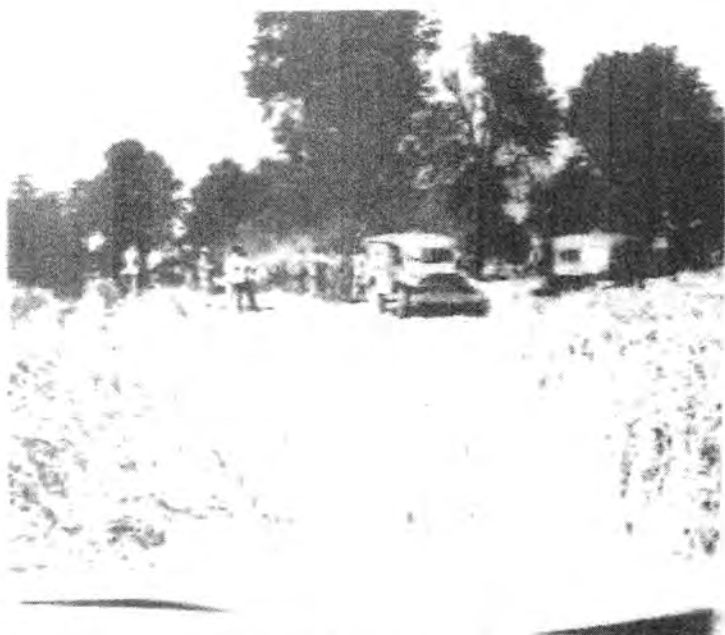
I CERTIFY THIS TO BE A TRUE COPY:

John B. Kidd
JOHN B. KIDD
Major, Air Corps
Operations Officer

RESTRICTED

~~CONFIDENTIAL~~



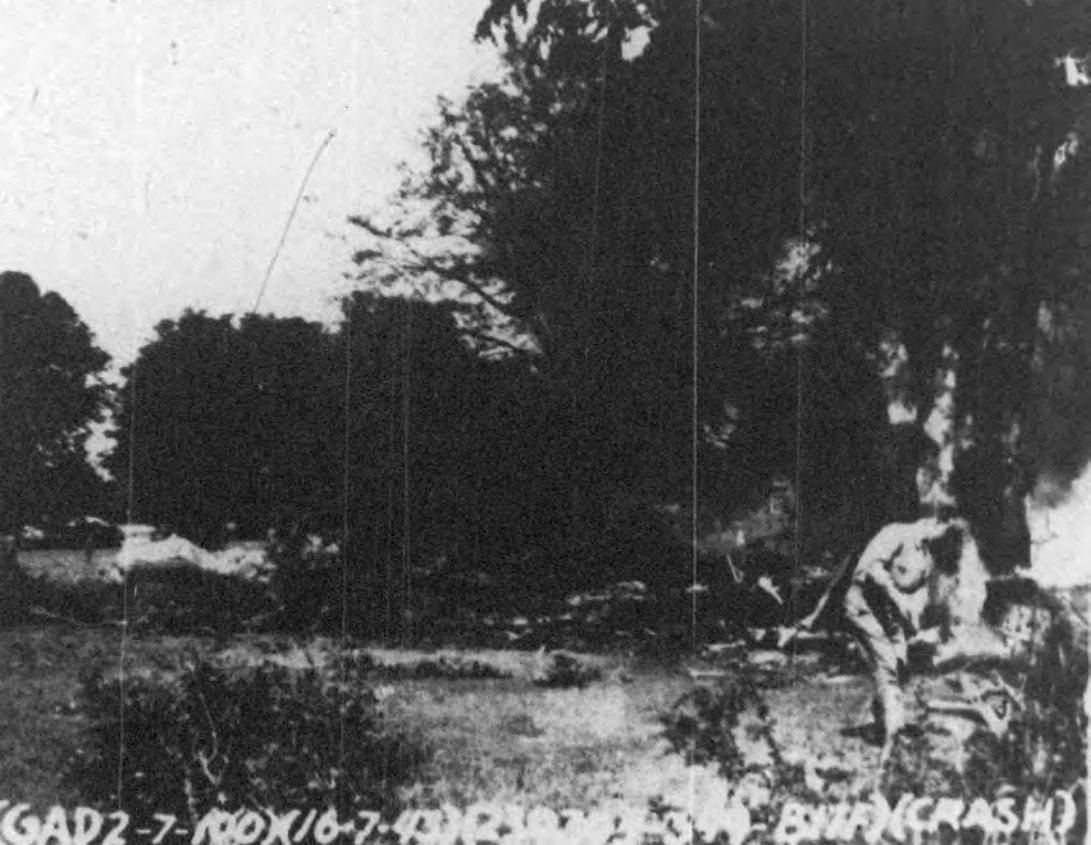




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GAD2-8/00(16-7-43)(230305-349-B12F)(CRASH)

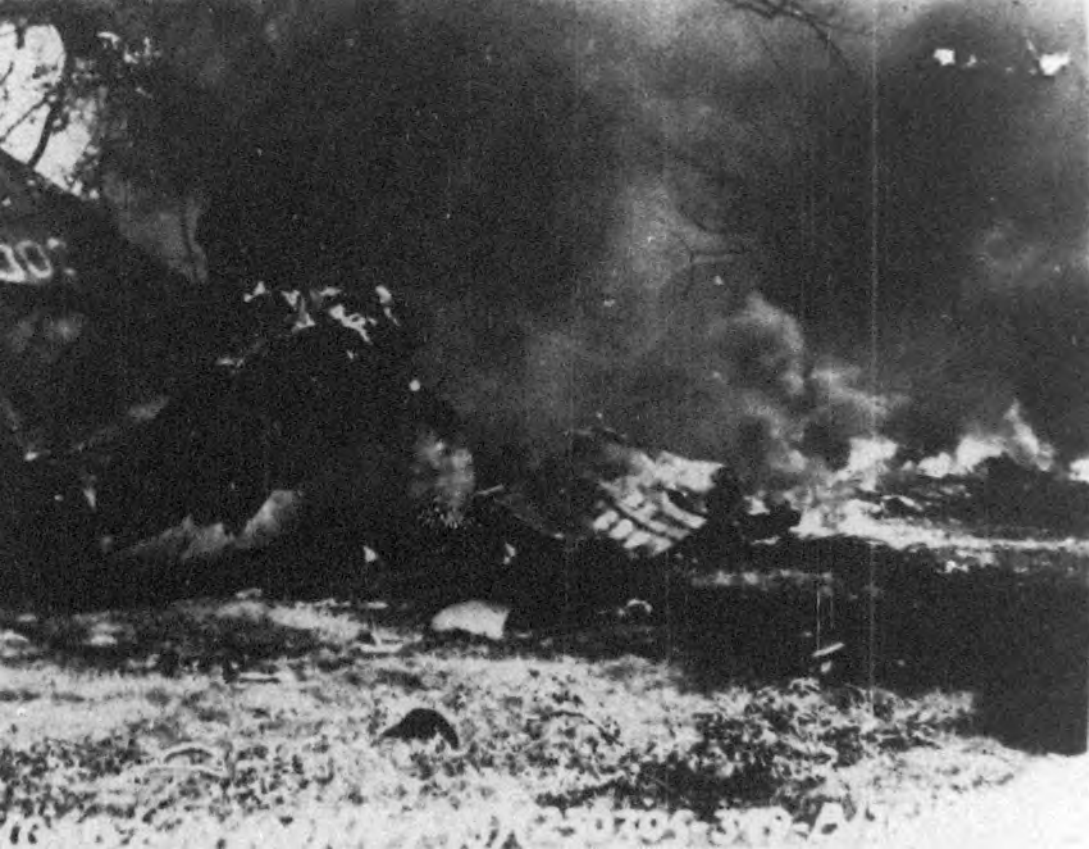


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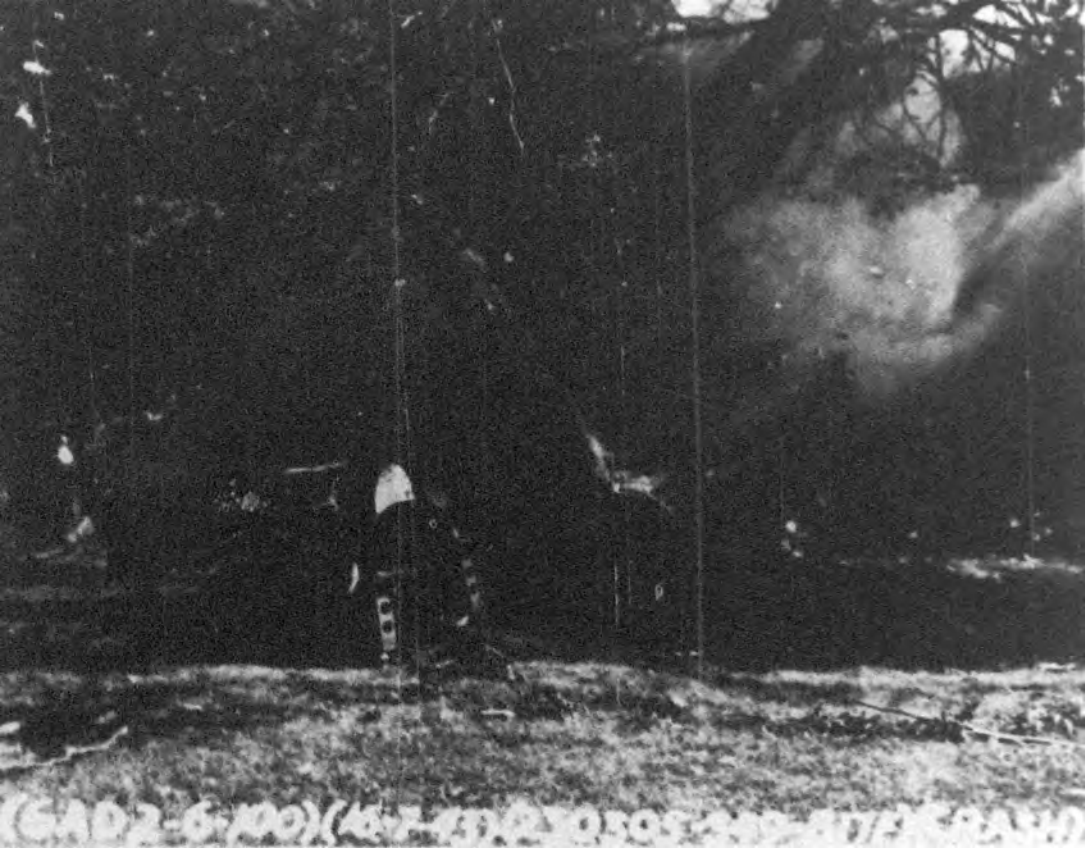


(GAD 2-9-100)(16-7-43)(230305-34)









(GAD 2-6-100)(4-7-13) 020505-202-07/5-2AW



(GAD-2-100)(16-7-43)(230305-349-B17C)(CRASH)



(GAD2+100)(16-7-43) (230300-340-5110) (CRASH)



(GAD 2-3-100) (2-3-103) (2-3-105-349) (2-3-107) (2-3-109)



GAD2-8-100)(16-7-43)(230305-349-B1ZF)(CRASH)