

Incident No.

75-7-11-521

Date

Checked by

H. J. [unclear] 8-11-11

Analyzed by

[unclear]

Copied for Wright

Field by

[unclear]

Notes

[unclear]
[unclear]
[unclear]

1225:9-43

CONFIDENTIAL
RESTRICTED RESTRICTED

ACCIDENT No.

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

45-7-16-521

101

(1) Place Partridge Farm, Fairfield, Essex (2) Date 11 July 1944 (3) Time 11:4
 (4) Type and model A-20 020 (5) A. F. No. 0-75107 (6) Station AAF Station 170
 Organization: (7) 1700 Ninth AF (8) 1st Bomb (L) (9) 1st Bomb (L) (Squadron) 2393
 (Command and Air Force) (Group) (Squadron)

PERSONNEL BLW

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
	<u>Partridge, Walter L.</u>	<u>Pilot</u>	<u>0-75107</u>	<u>2nd Lt.</u>	<u>21</u>	<u>AC</u>	<u>Ninth AF</u>	<u>Fatal</u>	<u>None</u>
<p>CLASSIFICATION CHANGE OR CHANGE TO RESTRICTED BY AUTHORITY OF <u>CG AAF</u> BY <u>FCR</u> DATE <u>8-28-44</u></p>									

(20) Partridge, Walter L. (Last name) (First name) (Middle initial) (21) 0-75107 (Serial number) (22) 2nd Lt. (Rank) (23) 19 (Personnel class) (24) AC (Branch)
 Assigned (25) 1700 Ninth AF (Command and Air Force) (26) 1st Bomb (L) (Group) (27) 1st Bomb (L) (Squadron) (28) AAF Station 170 (Station) 2393
 Attached for flying (29) 1700 Ninth AF (Command and Air Force) (30) 1st Bomb (L) (Group) (31) 1st Bomb (L) (Squadron) (32) 2393 (Station)
 Original rating (33) Pilot (Rating) (34) 10/2/40 (Date) Present rating (35) Pilot (Rating) (36) 10/2/40 (Date) Instrument rating (37) 11 March 1944 (Date)

FIRST PILOT HOURS:
 (at the time of this accident)

(38) This type <u>A-20</u>	<u>127:35</u>	(42) Instrument time last 6 months	-----
(39) This model <u>A-20</u>	<u>0:10</u>	(43) Instrument time last 30 days	-----
(40) Last 90 days	<u>4:10</u>	(44) Night time last 6 months	-----
(41) Total	<u>594:00</u>	(45) Night time last 30 days	-----

AIRCRAFT DAMAGE

NF 0700 8-11

DAMAGE			(46) LIST OF DAMAGED PARTS
(46) Aircraft	<u>W5</u>		<u>Complete wreck.</u>
(47) Engine(s)	<u>W5</u>	<u>W5</u>	
(48) Propeller(s)	<u>W5</u>	<u>W5</u>	

(50) Weather at the time of accident Visibility 3 miles. 4-10 clouds at 1,000 feet. Overcast between 1,000 and 2,000 feet.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from AAF Station 170 (53) To AAF Station 170 (54) Kind of clearance Local
 (55) Pilot's mission Local formation 75

(56) Nature of accident Plane crash landed in field after striking tree tops.

(57) Cause of accident Attempted off-instrument crash landing following left engine failure.

(58) Has this report been submitted? Yes. Copies enclosed with this report.

RESTRICTED RESTRICTED

U. S. ARMY AIR FORCE

REPORT OF AIRCRAFT ACCIDENT

45-7-14-521

01-060

101

115 4

(1) Place Parkbold Farm, Gosfield, Essex (2) Date 11 July 1944

AIRCRAFT: (A) Type and model A-20G-2-020 (B) A. S. N. 45-9189 (C) Station AAF 170

Organization: (D) IX BC Ninth AF (E) 416 Bomb (L) (F) 669 Bomb (L) (G) 2393

(H) Command and Air Force (I) 9 (J) PERSONNEL BLW

Serial	NAME (Last name first)	Grade	Serial No.	Rate	Present Class	Branch	Age Points on Certificate	Result of Examination	Use of Parachute
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	Fontilla, Walter L.	Pilot	0-755107	2nd Lt.	2 D1	AC	Ninth AF	Fatal	None

RESTRICTED

BY AUTHORITY OF AF AAF

BY FEA DATE 1-11-48

(11) Fontilla, Walter L. (Last name) (12) 9 (13) 0-755107 (14) 2nd Lt. (15) 18 (16) AC

Assigned (17) IX BC Ninth AF (18) 416 Bomb (L) (19) 669 Bomb (L) (20) AAF Station 170

Attached for flying (21) 9 (22) Personnel (23) 2393

Original rating (24) Pilot (25) 10/1/43 Present rating (26) Pilot (27) 10/1/43 Instrument rating (28) 11 March 1944

Phase Flight Hours:
(at the time of this accident)

(29) This type	<u>A-20</u>	<u>127425</u>	(30) Instrument time last 6 months	<u>-----</u>
(31) This model	<u>A-20G</u>	<u>0510</u>	(32) Instrument time last 30 days	<u>-----</u>
(33) Last 30 days		<u>1610</u>	(34) Night time last 6 months	<u>-----</u>
(35) Total		<u>53420</u>	(36) Night time last 30 days	<u>-----</u>

AIRCRAFT DAMAGE NE OTHW 8-11

DAMAGE		(37) LIST OF DAMAGED PARTS
(38) Aircraft	<u>Y5</u>	<u>Complete wreck.</u>
(39) Engine(s)	<u>Y5 Y5</u>	
(40) Propeller(s)	<u>Y5 Y5</u>	

(41) Weather at the time of accident Visibility 5 miles. 4-6/10 clouds at 1,000 feet. Overcast between 1,000 and 2,000 feet.

(42) Was the pilot flying an instrument at the time of accident? No

(43) Cleared from AAF Station 170 (44) To AAF Station 170 (45) Kind of clearance Local

(46) Pilot's mission Local Formation 75 2393

(47) Nature of accident Plane crash landed in field after striking tree tops.

(48) Cause of accident Alleged off-airframe crash landing following left engine failure.

(49) Has the Form 36 been submitted? Yes. Copies inclosed with this report.

CONFIDENTIAL

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

NARRATIVE

Second Lt. Walter L. Penttila, ASN 0-755407, took off at 1000, 11 July 1944, in a B-200-B aircraft, serial number 43-9187, on a local formation flight. At about 1030, pilot called formation leader that he was dropping out of formation as his left engine was cutting out. At 1034, he called the tower and asked for clearance for a single engine landing, and was immediately cleared for a landing on runway 29. The aircraft flew the length of runway 29 at an altitude of about 300 feet with the right engine running normally and the left engine windmilling; it then made a right hand turn and flew downwind to the southeast. Before turning on the final approach, it disappeared from sight behind the trees in the direction of Gosfield. The tower then called the formation leader and asked him to fly over the area where it was last seen and see if he could locate the aircraft. The formation leader reported that he had located the wreckage of the aircraft in a field adjacent to Gosfield Airbase.

An investigation by this committee resulted in the following reconstruction of the accident:

The pilot, evidently realizing that he would not be able to maintain altitude long enough to land on the airbase, attempted to make a wheel-up crash landing in a field on Parkhold Farm, Gosfield. He approached over a woods, barely clearing the trees, passed over an open field in which the tenant farmer was working, and struck the tops of some tall trees on the other side of this open field.

Ahead of him was a clear meadow, several hundred yards wide, a hedgerow and ditch, and beyond a large open wheat field.

It is the opinion of this committee that it was this large wheat field that the pilot was attempting to reach. However, as a result of striking the tree-tops, the airplane was apparently slowed to the point where it either suddenly fell through or stalled out.

From all available evidence, it struck the ground tail first about 75 yards beyond the trees. When the engine nacelles and nose section struck, they did so with sufficient impact to begin to disintegrate. The aircraft continued to skid along the ground for about 75 yards beyond the point of initial impact at which point the aircraft struck a hedgerow and a ditch, approximately 3 feet in depth, where both engines, left wing section and nacelle became detached from the main part of the wreckage. It is believed that at the hedgerow, the left engine was torn from the mount and passed in front of the aircraft shearing the nose section and cockpit from the aircraft; it is further believed that the pilot was thrown clear of the wreckage at this point. The aircraft did not scumersult or burn, nor did the 4-500 pound bombs aboard explode.

Further investigation of the wreckage revealed the following facts:

1. The rudder trim tab control wheel was set at 8° right rudder.
2. Neither propeller was feathered.
3. Left engine magneto switch was set on left magneto position. Right engine magneto switch was OFF. Master ignition switch was OFF.
4. Flaps were full DOWN.
5. Wheels were UP.
6. No malfunction of propeller feathering mechanism.

When the wreckage was brought back to this field, the accessory section was pulled on the left engine and revealed that the main accessory drive gear had fallen causing complete failure of this engine.

Signature _____

(Investigating Officer)

CO

CONFIDENTIAL

(Cont'd)

RESPONSIBILITY:

It is the opinion of this committee that the failure of the left engine was a contributing factor to the accident; however, it is believed that if the recommendations listed below had been carried out, the pilot would have been able to maintain flight on one engine and thereby made a satisfactory landing on the airbase.

RECOMMENDATIONS:

1. That the pilot feather the propeller immediately after engine failure.
2. That pilot jettison bombs as soon as possible.

INCLOSURES: 9

- Inclosure #1 - Statement of Witness.
- Inclosure #2 - Statement of Witness.
- Inclosure #3 - Statement of Witness.
- Inclosure #4 - Statement of R/T Operator.
- Inclosure #5 - Statement of Crew Chief.
- Inclosure #6 - Statement of Engineering Officer.
- Inclosure #7 - Extract of Operations Order.
- Inclosure #8 - Copy of Form 54.
- Inclosure #9 - Photographs.

APPROVED:

Harold L. Rice

HAROLD L. RICE,
Colonel, Air Corps,
Commanding.

Thompson R. Aylesworth

THOMPSON R. AYLESWORTH, LT. Col., A.C.

Kenneth T. Honey

KENNETH T. HONEY, MAJOR, A.C.

Harold A. Radetsky

HAROLD A. RADETSKY, MAJOR, A.C.

15 July 1944

CONFIDENTIAL

CONFIDENTIAL July 1944.

STATEMENT

I was standing in a field on Parkhold Farm at 1040 on 11 July 1944 when I first noticed A-20 aircraft 43-9189 approaching from the northwest. It was just above the tree-tops and slowly losing altitude. I noticed that the left engine was turning very slowly while the right engine was running normally. It passed over the field in which I was standing and struck the top of a tree about 35 feet high on the other side. I then started running after the airplane and it disappeared from view behind a tree. I saw it again as it bounced into the air, after striking the ground, the right wing was higher than the left. I did not see it again until I reached the spot where it came to rest as I had to go through the farmyard to get to it. I called Gosfield airdrome and notified them of the crash. The plane did not burn and the bombs aboard did not explode. It crashed heading in a southeasterly direction.

/s/ G.H. LEWIS,
PARKHOLD FARM,
GOSFIELD.

A TRUE COPY:

Harold A. Radetsky
HAROLD A. RADETSKY,
Major, Air Corps,
Accident Officer.

Inclosure #1

CONFIDENTIAL

CONFIDENTIAL July 1944

S T A T E M E N T

11 July 1944 - I, Joseph C. Williams, was sitting in the C-2 Wrecker located at the south end of hangar #1. Aircraft 43-9189 flew over the field with one engine, the other out, with the prop windmilling. The aircraft was at an altitude of approximately 250 or 300 feet. The aircraft flew the length of runway 29, and then disappeared from my view.

When the aircraft once again came in sight, it was north-east of the field, and on its final approach. He began to lose altitude and dropped out of sight behind the tree tops just south of runway 29. The last time I saw 43-9189, it looked as if it was about to stall. The tail of the aircraft was very low, and looked as if it could not continue to climb on one engine.

/s/ CPL JOSEPH C. WILLIAMS
/t/ CPL JOSEPH C. WILLIAMS
ASN 38388427

A TRUE COPY:

Harold A. Radetsky
HAROLD A. RADETSKY,
Major, Air Corps,
Accident Officer.

Inclosure #2

CONFIDENTIAL

CONFIDENTIAL
11 July 1944.

S T A T E M E N T

On the morning of 11 July 1944, I, S/Sgt Thomas E. Weakley, did go from the Fuel Cell Repair Shop to the C-2 Wrecker located behind hangar #1, to watch aircraft 43-9189 make an emergency landing with one engine. The aircraft flew the length of runway two nine (29) and disappeared from my view behind the hangar. At the time it crossed the field, it was flying at an altitude of about 250 or 300 feet on one engine and the other windmilling.

When the aircraft 43-9189 once more came into my view, it was northeast of the field in what I thought was the final approach. Shortly afterwards, at a point east of where I was, the aircraft began to lose altitude. I had to climb upon the top of the C-2 Wrecker in order to keep the aircraft in sight. The last I saw of the aircraft was at a point south of runway 29 and below the tops of the trees between the aircraft and myself. At the time it seemed that the aircraft was almost stalling as the tail was too low to climb on one engine.

/s/ S/SGT THOMAS E. WEAKLEY
/t/ S/SGT THOMAS E. WEAKLEY
ASN 34367272

A TRUE COPY:

Harold A. Radetsky
HAROLD A. RADETSKY,
Major, Air Corps,
Accident Officer.

Inclosure #3

CONFIDENTIAL

CONFIDENTIAL July 1944.

STATEMENT

A few minutes prior to 1034, July 11, 1944, #189 called Flight leader and said he would have to leave the formation because his left engine was cutting out. At 1034 #189 called the tower and said he was coming in on one engine. I told him he was clear to bring the aircraft in immediately on Runway #29. The pattern was cleared of all traffic, an Oxford was given a red light to prevent its landing. #189 left the formation and came around the field from the northeast making a right hand pattern. #189 was continuously losing altitude and when it was time to turn on to the final approach for runway #29, the aircraft continued on its line of flight and appeared to be heading for Gosfield. Immediately after passing hanger #2 the aircraft disappeared from sight. I notified the Control Officer who in turn telephoned Gosfield Tower. Gosfield could give no information at that time. The flight leader was contacted and told to fly over the area between Wethersfield and Gosfield and locate the aircraft. Flight leader reported later he had located aircraft and had called Gosfield tower on 6440 frequency and asked them to dispatch ambulance, etc., giving the location of crash.

/s/ JOHN GRAHAM, CPL.
/t/ CPL. JOHN GRAHAM #32294805
R.T. OPERATOR

A TRUE COPY:

Harold A. Radetsky
HAROLD A. RADETSKY,
Major, Air Corps,
Accident Officer.

Inclosure #4

CONFIDENTIAL

CONFIDENTIAL

669TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
OFFICE OF THE ENGINEERING OFFICER

AAF Station 170
11 July 1944

STATEMENT

There were no defects noted on pre-flight inspection of A-20G-25 Airplane, A.A.F. Number 43-9189, on the morning of July 11, 1944. Both engines were found to be operating normally, the magnetos were not losing any noticeable R.P.M., and all instruments were found to be operating satisfactorily.

A daily inspection was performed immediately after the pre-flight inspection, and everything was found satisfactory. The accessory section of both engines were given a thorough and complete visual inspection, and nothing out of the ordinary was noted. On the daily inspection, the left aileron trim tab control was found to be too tight. The control was properly adjusted to give full and free movement. No other defects were noted on the daily inspection.

After completion of the daily inspection, the airplane was considered fit for any mission.

Cleo W. Franzen
CLEO W. FRANZEN,
T/Sgt.
Crew Chief.

Ind. #5.
CONFIDENTIAL

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669TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
OFFICE OF THE ENGINEERING OFFICER

AAF Station 170.
11 July 1944.

S T A T E M E N T

A-20G-25 Airplane, A. A. F. Number 43-9189, was in the best possible mechanical condition prior to its crash. On the pre-flight inspection, the morning of July 11, 1944, the Airplane was found to be functioning properly, and was ready for any mission.

On the airplane's second mission on June 20, 1944, the pilot reported that the left engine oil pressure dropped to twenty (20) pounds per square inch on landing. Further investigation disclosed that the engine should be replaced. Subject aircraft was turned over to the 484th Service Squadron for a left engine change.

Subject aircraft was returned to this Squadron June 28, 1944, and given a thorough inspection. On the morning of subject aircraft's crash, the left engine had accumulated eighteen hours and ten minutes (18:10) flying time, and no defects had been reported by the pilots since the engine change.

Charles H. Stewart

CHARLES H. STEWART,
1st Lt., Air Corps,
Engineering Officer.

CONFIDENTIAL

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669TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
Office of the Operations Officer

APO 146, U S Army
11 July 1944

OPERATIONS ORDER)

NUMBER 127)

Pursuant to Authority contained in AR-95-15, dated 21 April 1930, the following training flight with personnel as indicated will be conducted this date:

* * * * *

PILOT	PIENTELA, Walter L., 2nd Lt.	AIRPLANE	A-20G 43-9189	MISSION	Training
CO-PILOT	---	TAKE-OFF	1000	LAND	1115
CREW	---	BOMB LOAD	4/500 GP	ALTITUDE	Maximum
		ROUTE	Local		
		FUEL	4 hr, 725 gal	ALTITUDE	1000'

* * * * *

By order of Major NAPIER:

ROBERT L. BURTON,
1st Lt, Air Corps,
Ass't Opns Officer.

OFFICIAL:

/s/ Robert L. Burton
/t/ ROBERT L. BURTON,
1st Lt, Air Corps.
Ass't Opns Officer.

A TRUE EXTRACT COPY:

Robert L. Burton
ROBERT L. BURTON,
1st Lt, Air Corps,
Ass't Opns Officer.

CONFIDENTIAL

Incl. #7

TO BE FILLED IN BY STATION

STATION SERIAL No. **44-71** DATE SUBMITTED **14 July 44**

UNSATISFACTORY REPORT

(See AAF Reg. 15-24 for information on Proper Use of this Form)

LEAVE BLANK

A. S. C. SERIAL No. REFER TO CLASS

STATION AAF 170		ORGANIZATION Hq, 416th Bomb Gp (L)					
SUBJECT REPORT	Property Class—Name Class O2A Wright Engine	Manufacturer Wright	AAF Order or Shipping No.				
AIRCRAFT—Model & AAF Serial No. A-20G-25 No 43-9189		ENGINE—Model & AAF Serial No. R-2600-23 No 42-153318		UNIT OR ACCESSORY—Type, Model and Serial No.			
AIRCRAFT SERIAL No.	LAST O. L. R.—Dept	Hours	Flying Time Since	Total Flying Time			
ENGINE SERIAL No.	LAST OVERHAUL—Dept MOASC	Hours Since 18;10	Hours and Hours At Each Previous Overhaul MOASC 470;00				
PART Name Gear, Accessory Drive		Part Drawing, Serial and Specification No. No 69165					
Time in Use 18;10	Quantity on Hand 156	Quantity Known Defective 0	No. Previous Failures 1	Manufacturer Wright	Inspector's No. or Identification 678 & 592		
Indicate by "X" in appropriate box: Disposition of Exhibit	<input checked="" type="checkbox"/> Photographed and Prints Retained	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent Under Separate Cover	<input type="checkbox"/> Sent in Attached Package	<input type="checkbox"/> Inspected and Returned to Service	<input type="checkbox"/> Shipped of (Specify Below)	<input type="checkbox"/> To Overhaul Facility (ENTRALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

Investigation of an engine failure which resulted in a crash of Airplane A-20G-25, AAF No 43-9189, which was fatal to the pilot, revealed that the main accessory drive gear, Part No 69165, had failed.

The above cited engine had been overhauled at MOASC on 14 February 1944 and the reason given for the overhaul was accessory drive gear failure. The engine had a total of 18;10 hours flying time since that overhaul.

RECOMMENDATIONS:

Due to the large number of previous failures on R-2600-23 engines of the 1942 series equipped with a roller clutch, it is recommended that they not be shipped overseas for use in combat aircraft. However, in the event that later series engines or new engines are not available for export, it is further recommended that some action be taken to correct the above cited condition as it is extremely dangerous to combat flying due to the loads being carried. Single engine operation is very difficult under these conditions.

WILLIAM H. MOFFETT,
CWO, USA,
Engineering Officer.

Incl. #8

CONFIDENTIAL

ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

CONFIDENTIAL

TO BE FILLED IN BY STATION

STATION SERIAL No. 44-71
DATE SUBMITTED 14 July 44

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for information on Proper Use of this Form.)

LEAVE BLANK

A. S. C. SERIAL No. REFER TO CLASS

STATION AAF 170		ORGANIZATION Hq, 416th Bomb Gp (L)			
SUBJECT OF REPORT	Property Class—Name Class O2A Wright Engine	Manufacturer Wright	AAF Order or Shipping No.		
AIRCRAFT—Model & AAF Serial No. A-20G-25 No 43-9189		ENGINE—Model & AAF Serial No. R-2600-23 No 42-153318		UNIT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY	LAST D. L. R.—Depot	Date	Flying Time Since	Total Flying Time	
ENGINE REPORTS ONLY	LAST OVERHAUL—Depot MOASC	Hours Since 18:10	Depots and Hours At Each Previous Overhaul MOASC 470:00		
PART	Name Gear, Accessory Drive		Part Drawing, Serial and Specification No. No 69165		
	Time in Use 18:10	Quantity on Hand 156	Quantity Known Defective 0	No. Previous Failures 1	Inspector's No. or Identification 678 & 592
Indicate by "X" Disposition of Exhibit	<input checked="" type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for instructions	<input type="checkbox"/> Sent Under Separate Cover	<input type="checkbox"/> Sent in Attached Package	<input type="checkbox"/> Repaired and Returned to Service
				<input type="checkbox"/> Disposed of (Explain Below.)	<input type="checkbox"/> To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:

(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

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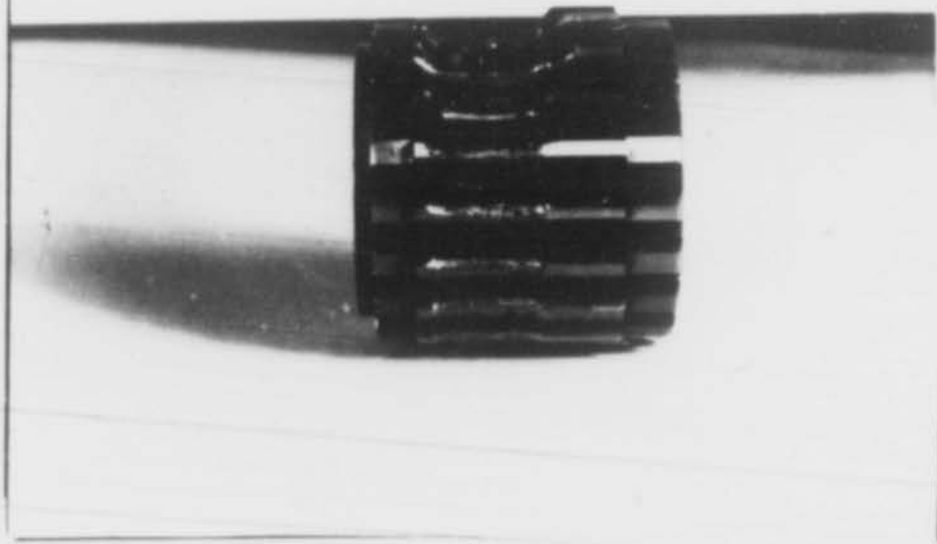
WILLIAM H. MOFFETT,
CWO, USA,
Engineering Officer.

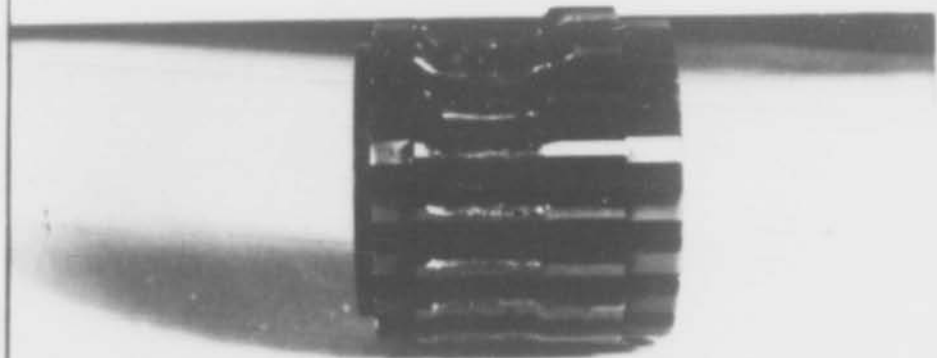
Incl. #8

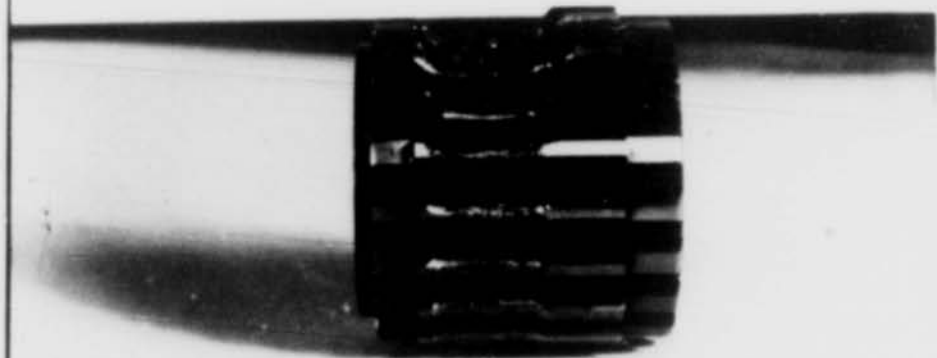
CONFIDENTIAL

ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
HQ, AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.







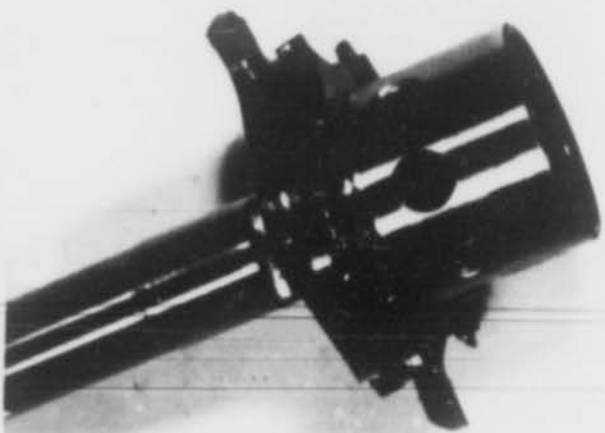
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3-11-12
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E - WF - 5

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

APO 140, U.S. Army,
15 July 1944.

SUBJECT: Transmittal of AAF Form No. 14

TO : Commanding General, IX Bomber Command, APO 140,
U.S. Army. Attn: A-3

Transmitted herewith is AAF Form No. 14 with inclosures
(in quadruplicate) covering accident to aircraft A-20G-25, ACSN
43-9189 on 11 July 1944.

For the Commanding Officer:



George Schenk
GEORGE SCHENKIN,
Capt., Air Corps,
Adjutant.

Incl: 1
AAF Form No. 14 with inclosures (in quadruplicate)

360.32 1st Ind. E-J-4
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 23 July 1944.

TO: Commanding General, Ninth Air Force (Rear); APO 696, U. S. Army.

Submitted in compliance with Memorandum 55-1, Headquarters, Ninth Air Force,
dated 22 March 1944.

For the Commanding General:

0 5135 951

Richard C. Sanders
RICHARD C. SANDERS,
Brigadier General, U.S.A.,
Chief of Staff.

1 Incl: n/c (1 cy w/d)

CONFIDENTIAL

RESTRICTED

~~CONFIDENTIAL~~

3660

360.33

2nd Ind.

E-I-3

HEADQUARTERS, NINTH AIR FORCE, (REAR), APO 696, 29 July, U S Army.

TO: Chief Flying Safety, Army Air Force, Winston-Salem, 1, North Carolina.

Report and recommendation of aircraft accident committee approved.

For the Commanding General:

Harold V Koch
HAROLD V KOCH,
Major, A.C.,
Asst Adj General.

1 Incl:

n/c (2 cys ea w/d)

0-2407

~~CONFIDENTIAL~~