GENERAL SERVICES ADMINISTRATION

NATIONAL ARCHIVES AND RECORDS SERVICES

WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

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WAR DEPARTMENT
A. A. F. Form No. 24
(Revised May 15, 1944)

[redacted]

2-plane
Accident No. 1-77

WAR DEPARTMENT
STATION A-69
U. S. ARMY AIR FORCES

4-20-45

REPORT OF AIRCRAFT ACCIDENT

(1) Place 4 miles NW Meerpalt, Belgium (K-350990) (2) Date 21 March 1945 (3) Time 1725

AIRCRAFT: (4) Type and model A-26B-20 (5) A. F. No. 43-22523 (6) Station A-69

Organization: (7) 9th BD - Ninth AF (Command and Air Force) (8) 416 Bomb (L) (Group) (9) 668 Bomb (L) (Squadron)

PERSONNEL BAL

ENTRY (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)
P	Andersen, Charles J.	P	0-445522	Capt.	01	AC	Ninth AF	Fatal	None
B	Babbage, Westmoreland	B/N	0-766177	2nd Lt.	18	AC	Ninth AF	Fatal	None
N	Roman, Leo J.	B/N	0-2068051	2nd Lt.	18	AC	Ninth AF	Fatal	None
G	Weitell, Stanley L.	G	32704568	S/Sgt	38	AC	Ninth AF	Fatal	None

*DECEASED

(20) Andersen (Last name) Charles (First name) J. (Middle initial) (21) 0-445522 (Serial number) (22) Capt. (Rank) (23) 01 (Personnel class) (24) AC (Branch)

Assigned (25) 9th BD - Ninth AF (Command and Air Force) (26) 416 Bomb (L) (Group) (27) 668 Bomb (L) (Squadron) (28) A-69 (Station)

Attached for flying (29) - (Command and Air Force) (30) - (Group) (31) - (Squadron) (32) - (Station)

Original rating (33) Pilot (Rating) (34) 10/1/43 (Date) Present rating (35) Pilot (Rating) (36) 10/1/43 (Date) Instrument rating (37) - (Date)

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

(38) This type	A-26	88:30	(42) Instrument time last 6 months -
(39) This model	A-26B	65:45	(43) Instrument time last 30 days -
(40) Last 90 days		95:30	(44) Night time last 6 months -
(41) Total		793:05	(45) Night time last 30 days -

FIRE

AIRCRAFT DAMAGE

	DAMAGE	(59) LIST OF DAMAGED PARTS
(46) Aircraft	W	Complete loss
(47) Engine(s)	W	Complete loss
(48) Propeller(s)	W	Complete loss

(49) Weather at the time of accident No clouds. Visibility 4-5 miles down sun, 1-2 miles up sun.

EK

(50) Was the pilot flying on instruments at the time of accident No.

(51) Cleared from Station A-69 (52) To Station A-69 (53) Kind of clearance Operational

(54) Pilot's mission Combat

(55) Nature of accident Mid air collision

3A

(56) Cause of accident Pilot error, restricted visibility, and other personnel error.

12

(57) Has the Form 5A been submitted? No.

[redacted]

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Mid-air collision involving Capt. Rooney leading Box II in A-26C ACSN 43-22507 and Capt. Andersen leading Flight B of Box I in A-26C ACSN 43-22523 in the area (K-350990).

On the afternoon mission, 21 March 1945, the 416th Bomb Group was enroute to base after completing an operational mission. All flights in Box I and the single flight of Box III made two runs on the target. The three flights of Box II made only one run then proceeded to rally point where they reassembled and awaited the rest of the formation. When the entire formation attempted to reassemble at the rally point, after all runs had been completed, they were hampered by a mass of heavy bombers of the RAF in the area. The formation leader then instructed all flights to take up the heading to base and rejoin enroute. The formation leader with his flight passed above and to the right of Box II and resumed his position as formation leader. Capt. Andersen leading Flight B of Box I was in the process of rejoining the lead flight of the formation from a position below, to the rear, and slightly to the left of Box II. The second box was descending at a rate of 500 feet per minute at this time. To resume his correct position on the right side of Flight A, Box I, Capt. Andersen would have had to cross under or behind to the right side of Box II, then climb ahead and above them. The formation was heading directly into the sun and Capt. Andersen apparently did not see the flights of the second box because he pulled up directly in front of Flight C of Box II on a collision course with the Flight A of that box. The leader of Flight C called Capt. Rooney at this instant and said "White Leader, look out!", but received no reply. Capt. Rooney was apparently on interphone because immediately before the collision occurred, he exclaimed to his own crew, "Whoops, look out!". The wingmen of both flights miraculously missed one another but the two lead ships collided. Capt. Rooney's left wing was knocked off causing his left prop to shear off the tail of Capt. Andersen's ship. The former ship climbed for a few seconds then went into a flat spin while the latter tumbled end over end to the ground. Lt. Kirk, Capt. Rooney's bombardier, who had been taking a gee fix at the time of the accident, successfully bailed out and was the only survivor. The collision occurred between seven and eight thousand feet.

At the target, there was meager to moderate accurate heavy flak experienced by the Group, however none of the ships in either of the Flights involved in the accident had received battle damage.

It is believed that Capt. Andersen did not see Box II at all because from their position below Box II, they were in a direct line with the sun and the second box. The lead flight of the formation, however, was far enough ahead of Capt. Andersen so as not to be in a direct line with the sun and were in his view. Capt. Andersen was seen to have been wearing sun glasses.

Statements from other members in Capt. Andersen's flight disclose that Capt. Rooney's flight was not seen until just before the two flights had run together.

RESPONSIBILITY:

70% Pilot Error. Carelessness and lack of mental alertness is evident when visibility was considerably restricted and other flights should have been known to be in the vicinity, yet attention was apparently centered entirely on the lead flight of the formation.

20% Restricted Visibility. The flights were on a heading up sun and visibility looking directly into the sun was exceedingly restricted. Looking from Capt. Andersen's flight up toward Box II meant looking directly into the sun.

(Investigating Officer)

10% Personnel. The gunners in Box II whose search areas included this area in which Capt. Andersen's flight was flying should have seen flight B Box I and called a warning to their pilots when the course of the latter flight became converging and dangerously close to the flights in Box II. These gunners were looking down sun and should have had a clear view of Capt. Andersen's flight.

Date

[redacted]

[redacted]

The above conclusions were derived through a comprehensive reconstruction of assumptions based on available facts and statements by the accident investigating committee.

RECOMMENDATIONS:

1. Increased stress be placed on crew coordination and teamwork. No member of a crew should assume that the pilot sees all other aircraft or unusual circumstances even though they be in line of the pilot's vision. They should check with the pilot and be certain. Leave nothing up to assumption or probability.

2. Pilots exercise extra precaution and mental alertness when the sun and the weather cut down visibility.

3. Pilots should check constantly with all members of the crew as to the disposition of other aircraft in the formation.

4. Prior to any change of relative position of flights or single aircraft in a formation, pilots get cleared in all directions by crew before attempting to alter position.

APPROVED: Theodore R. Aylesworth
THEODORE R. AYLESWORTH,
Colonel, Air Corps,
Commanding.

Richard V. Wheeler
RICHARD V. WHEELER, Capt., A.C.

Harold A. Radetsky
HAROLD A. RADETSKY, Lt.Col., A.C.

Richard F. Shafer
RICHARD F. SHAFER, Major, A.C.

29 March 1945
(Date)

[redacted]

DATE: 3/21/45 | STATION: A-69 | 9th A.F. 9th Bomb Div (H) 97th Combat Wing | GROUP NO. & TYPE: 416 Bomb (L) | AIRCRAFT MODEL: B-29A-20

CREW CHIEF OR ENGINEER: S/Sgt Joseph K. Eyler | SQUADRON NO. & TYPE: 668 Bomb (L) | AIRCRAFT SERIAL NO.: 43-22549

PERS. CLASS	PRINT PLAINLY — NAME — ASN — GRADE — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER A RIGHT (R) INSTRUMENT ENTRY & TIME FLOWN THEREUNDER: P / B / N / G	FLIGHT DATA: FROM	TO	TOTAL
01	Jacobsen, Otto F. 0409115 1st Lt	MVO	P 9 15	A-69		10 00
17	Harvest, Robert W. T-125068 F/O	S	B 3 15	A-69		13 15
18	Martin, May L. 02064169 2nd Lt		N 3 15	C	1	3 15
98	Pettiaicchi, Americo, 31275372 S/Sgt		G 3 15			
01	Anderson, Charles J. 0445522 Capt	MVO	P	A-69		15 25
18	Beaman, Leo J. 0-2068051 2nd Lt	S	N			
18	Babbage, Westmoreland 0766177 2nd Lt		R	C		
98	Heitell, Stanley L. 32704568 S/Sgt		G			

"CERTIFIED TRUE COPY"

Carl S. Stanley

CARL S. STANLEY,
Captain, Air Corps,
Operations Officer.

WAR DEPARTMENT A. A. F. FORM NO. 1 REV. 11 JAN. 44

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT | TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 14 | TOTAL FLIGHT TIME

Exhibit 13

WAR DEPARTMENT
A. A.F. FORM NO 1 A
REV. 1 JAN 44

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	3/21/45	E	A-69
DAILY	3/21/45	E	
25 HOURS	188:45		
50 HOURS	213:45		
100 HOURS	202:20		

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS) SERVICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERVICED	OIL (QUARTS) NO. 1 IN TANKS	OIL (QUARTS) NO. 2 SERVICED	OIL (QUARTS) NO. 2 IN TANKS	OIL (QUARTS) NO. 3 SERVICED	OIL (QUARTS) NO. 3 IN TANKS	OIL (QUARTS) NO. 4 SERVICED	OIL (QUARTS) NO. 4 IN TANKS	RADIATOR CHECKED
1ST		925		120		120					
2ND	700	925	20	120	20	120					
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	C	Cavossi	A-69
GUNNERY	C	Cavossi	
CHEMICAL			
COMMUNICATIONS	K	Kellner	
PHOTOGRAPHIC			
NAVIGATION	S	Snider	

STATUS TODAY: 1. A. 2. 3.

EXPLANATION: Compass swing due-no clocks
9th Bomb Div. Memo 65-91 M. C. W.
No safety glass installed

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT: Class. Equip. 1 O.F.Jacobsen
Class. Equip. 2 C.J.Andersen

REMARKS, PILOTS AND MECHANICS. SEE INSTRUCTIONS INSIDE FRONT COVER.

This airplane contains secret and confidential Equip.
#1 Jacobsen, Otto F., 1st Lt OK

#2 Andersen, Charles J.

AIRCRAFT AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	167:30	167:30		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	202:20	202:20		
CONN-CLEAN DUE				

AIRCRAFT		
523	HOURS TO DATE	167:30
	HOURS TODAY	
	TOTAL	

CERTIFIED TRUE COPY

Carl A Stanley

CARL G. STANLEY
Captain, Air Corps,
Operations Officer.

Serviced by #1 Eyler

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA
3/21/45	AIR FORCE: 9th	COMPONENT	ENGINE MODEL: R2800-71
STATION: A-69	COMD., SERV. COMD. OR DEPT: 9th Bomb Div (M)		SERIAL NO.: FP 021194 / SERIAL NO.: - - - - - - -
CREW CHIEF OR ENGINEER: S/Sgt Joseph K. Eyler	GROUP NO. & TYPE: 416th Bomb (L)	AIRCRAFT MODEL: A-26C-20	SERIAL NO.: FP 021119 / SERIAL NO.:
	SQUADRON NO. & TYPE: 668 Bomb (L)	AIRCRAFT SERIAL NO.: 43-22523	TOTAL FLIGHT TIME: 9:15

Incl. 14.

WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

2 plane

Accident No. [illegible]

WAR DEPARTMENT
STATION A-69
U. S. ARMY AIR FORCES

4-20-45

REPORT OF AIRCRAFT ACCIDENT

(1) Place 4 miles NW Meerpelt, Belgium (K-350990) (2) Date 21 March 1945 (3) Time 1725

AIRCRAFT: (4) Type and model A-26C-20 (5) A. F. No. 43-22507 (6) Station A-69

Organization: (7) 9th HD-Ninth AF (Command and Air Force) (8) 416 Bomb (L) (Group) (9) 670 Bomb (L) (Squadron)

PERSONNEL

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)
P	Rooney, Robert J.	Pilot	O-26102	Capt.	00	AC	Ninth AF	Fatal	None
B/N	Kirk, Robert L.	B/N	O-761328	1st Lt.	18	AC	Ninth AF	Slightly	S
G	Kaniachka, Robert J.	Gunner	36590630	Sgt	38	AC	Ninth AF	Fatal	None
X	Slaughter, Chester C.	Passenger	O-130160	Capt.	Inf	Inf.	Ninth Army	Fatal	None

PERSONNEL INFORMATION

(20) Rooney (Last name) Robert (First name) J. (Middle initial) (21) O-26102 (Serial number) (22) Capt. (Rank) (23) 00 (Personnel class) (24) AC (Branch)

Assigned (25) 9th HD - Ninth AF (Command and Air Force) (26) 416 Bomb (L) (Group) (27) 670 Bomb (L) (Squadron) (28) A-69 (Station)

Attached for flying (29) - (Command and Air Force) (30) - (Group) (31) - (Squadron) (32) - (Station)

Original rating (33) Pilot (Rating) (34) 6/1/43 (Date) Present rating (35) Pilot (Rating) (36) 6/1/43 (Date) Instrument rating (37) - (Date)

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

(38) This type	A-26	94:25	(42) Instrument time last 6 months
(39) This model	A-26C	56:20	(43) Instrument time last 30 days
(40) Last 90 days		74:05	(44) Night time last 6 months
(41) Total		840:50	(45) Night time last 30 days

FIRE

AIRCRAFT DAMAGE

DAMAGE			(49) LIST OF DAMAGED PARTS
(46) Aircraft	W		Complete loss
(47) Engine(s)	W	W	Complete loss
(48) Propeller(s)	W	W	Complete loss

(50) Weather at the time of accident No clouds. Visibility 4-5 miles down sun, 1-2 miles up sun.

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Station A-69 (53) To Station A-69 (54) Kind of clearance Operational

(55) Pilot's mission Combat

(56) Nature of accident Mid air collision

(57) Cause of accident Pilot error, restricted visibility, and other personnel error.

(58) Was the Form 54 been submitted? No.

16—38187-3

[redacted]

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Mid-air collision involving Capt. Rooney leading Box II in A-26C ACSN 43-22507 and Capt. Andersen leading Flight B of Box I in A-26C ACSN 43-22523 in the area (E-350990).

On the afternoon mission, 21 March 1945, the 416th Bomb Group was enroute to base after completing an operational mission. All flights in Box I and the single flight of Box III made two runs on the target. The three flights of Box II made only one run then proceeded to rally point where they reassembled and awaited the rest of the formation. When the entire formation attempted to reassemble at the rally point, after all runs had been completed, they were hampered by a mass of heavy bombers of the RAF in the area. The formation leader then instructed all flights to take up the heading to base and rejoin enroute. The formation leader with his flight passed above and to the right of Box II and resumed his position as formation leader. Capt. Andersen leading Flight B of Box I was in the process of rejoining the lead flight of the formation from a position below, to the rear, and slightly to the left of Box II. The second box was descending at a rate of 500 feet per minute at this time. To resume his correct position on the right side of Flight A, Box I, Capt. Andersen would have had to cross under or behind to the right side of Box II, then climb ahead and above them. The formation was heading directly into the sun and Capt. Andersen apparently did not see the flights of the second box because he pulled up directly in front of Flight C of Box II on a collision course with the Flight A of that box. The leader of Flight C called Capt. Rooney at this instant and said "White Leader, look out!", but received no reply. Capt. Rooney was apparently on interphone because immediately before the collision occurred, he exclaimed to his own crew, "Whoops, look out!". The wingmen of both flights miraculously missed one another but the two lead ships collided. Capt. Rooney's left wing was knocked off causing his left prop to shear off the tail of Capt. Andersen's ship. The former ship climbed for a few seconds then went into a flat spin while the latter tumbled end over end to the ground. Lt. Kirk, Capt. Rooney's bombardier, who had been taking a gee fix at the time of the accident, successfully bailed out and was the only survivor. The collision occurred between seven and eight thousand feet.

At the target, there was meager to moderate accurate heavy flak experienced by the Group, however none of the ships in either of the Flights involved in the accident had received battle damage.

It is believed that Capt. Andersen did not see Box II at all because from their position below Box II, they were in a direct line with the sun and the second box. The lead flight of the formation, however, was far enough ahead of Capt. Andersen so as not to be in a direct line with the sun and were in his view. Capt. Andersen was seen to have been wearing sun glasses.

Statements from other members in Capt. Andersen's flight disclose that Capt. Rooney's flight was not seen until just before the two flights had run together.

RESPONSIBILITY:

70% Pilot Error. Carelessness and lack of mental alertness is evident when visibility was considerably restricted and other flights should have been known to be in the vicinity, yet attention was apparently centered entirely on the lead flight of the formation.

20% Restricted Visibility. The flights were on a heading up sun and visibility looking directly into the sun was exceedingly restricted. Looking from Capt. Andersen's flight up toward Box II meant looking directly into the sun.

(Investigating Officer)

10% Personnel. The gunners in Box II whose search areas included this area in which Capt. Andersen's flight was flying should have seen flight B Box I and called a warning to their pilots when the course of the latter flight became converging and dangerously close to the flights in Box II. These gunners were looking down sun and should have had a clear view of Capt. Andersen's flight.

Date

The above conclusions were derived through a comprehensive reconstruction of assumptions based on available facts and statements by the accident investigating committee.

RECOMMENDATIONS:

1. Increased stress be placed on crew coordination and teamwork. No member of a crew should assume that the pilot sees all other aircraft or unusual circumstances even though they be in line of the pilot's vision. They should check with the pilot and be certain. Leave nothing up to assumption or probability.

2. Pilots exercise extra precaution and mental alertness when the sun and the weather cut down visibility.

3. Pilots should check constantly with all members of the crew as to the disposition of other aircraft in the formation.

4. Prior to any change of relative position of flights or single aircraft in a formation, pilots get cleared in all directions by crew before attempting to alter position.

APPROVED: Theodore R. Aylesworth
THEODORE R. AYLESWORTH,
Colonel, Air Corps,
Commanding.

Richard V. Wheeler
RICHARD V. WHEELER, Capt., A.C.

Harold A. Radetsky
HAROLD A. RADETSKY, Lt.Col., A.C.

Richard F. Shaffer
RICHARD F. SHAFFER, Major, A.C.

29 March 1945
(Date)

Incl 2

21/7/45 (DATE) | A-69 (STATION) | 416th Bomb Gp (H) (GROUP NO. AND TYPE) | A-26-20 (AIRCRAFT MODEL)

/s/ Richard Roa (CREW CHIEF OR AERIAL ENGINEER) | 9th Bomb Div / 97th Combat Wing | 670th Bomb Sq (H) (SQUADRON NO. AND TYPE) | 43-22577 (AIRCRAFT SERIAL NO.)

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER						FLIGHT DATA	
			DUTY	NIGHT	INSTR.	DUTY	NIGHT	INSTR.	TERMINALS AND MISSION	
1	2	3	4			5			6	7
			P						FROM:	
18	HALL, ROZELL B. 0-755934 1st Lt.	MIA	2:25						A-69	10:00
			NAV						TO:	
17	GOSS, THOMAS L. T-129079 F/O		2:25						A-60	12:25
			G						MISSION:	NO. OF LANDINGS
38	MAJESKI, STANLEY J. 33686277		2:25						G	1 2:25
			P						FROM:	
00	MOONEY, ROBERT T. 0-26102 Capt.								A-69	15:25
			NAV						TO:	
18	KIRK, ROBERT L. 0-761326 1st Lt.									
			N						MISSION:	NO. OF LANDINGS
01	SLAUGHTER, CHESTER C. 0-18906160 Capt.									
			G						FROM:	
38	VANISCHE, ROBERT J. 36590630 Sgt.									
									TO:	
	(THIS IS A TRUE COPY)									
	ROBERT O. GROETZINGER,								MISSION:	NO. OF LANDINGS
	Captain, Air Corps,									
	Asst Operations Officer.								FROM:	
									TO:	
									MISSION:	NO. OF LANDINGS
									FROM:	
									TO:	
									MISSION:	NO. OF LANDINGS

WAR DEPARTMENT A.A.F. FORM NO. 1 (REVISED) — FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT (INITIAL) — TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A (INITIAL) — TOTAL FLIGHT TIME

Exhibit III

WAR DEPARTMENT
A.A.F. Form No. 1A
7-8-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS OUT	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	21-3-45	G	A-69
DAILY	21-3-45	G	A-69
25 HOURS	160:25		
50 HOURS	160:45		
100 HOURS	210:45		

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
ARMAMENT	L	Lavalle	A-69
ARMOR	L	Lavelle	A-69
CHEMICAL			
COMMUNICATIONS	C	Cameli	A-69
PHOTOGRAPHIC	-		
NAVIGATION	C	Cameli	A-69

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICING	FUEL (GALLONS) SERVICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERVICED	OIL (QUARTS) NO. 1 IN TANKS	OIL (QUARTS) NO. 2 SERVICED	OIL (QUARTS) NO. 2 IN TANKS	OIL (QUARTS) NO. 3 SERVICED	OIL (QUARTS) NO. 3 IN TANKS	OIL (QUARTS) NO. 4 SERVICED	OIL (QUARTS) NO. 4 IN TANKS	RADIATOR CHECKED
1ST	410	925	10	130	10	130					
2ND											
3RD											
4TH											
5TH											

STATUS TODAY: 1 2 3

EXPLANATION: Windshield cracked- Compass Check overdue- Remote compass off 15° at some readings IX B.D. Memo 65-91 N/C/W. T.O. 01-1-212 N/C/W.

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.

Class Equip. RELEASED FOR FLIGHT — 1. R.B.Hall 1st Lt. 2. R.J. Rooney Capt.

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

#1. Oil Leak in right engine. R.B.Hall 1st Lt.

#2.

THIS IS A TRUE COPY.
John E. Easterwood
JOHN E. EASTERWOOD,
1st Lt., Air Corps.

#1.Serviced by Gray.

Aircraft Crashed on Second Mission.

A-69 21-3-45. New seal installed on right oil gage.

AIRCRAFT AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	151:15	151:15		
HOURS TODAY	2:25	2:25		
TOTAL	153:40	153:40		
OIL CHANGE DUE	204:35	204:35		
CARBURETOR D.W.				

AIRCRAFT	
HOURS TO DATE	151:15
HOURS TODAY	2:25
TOTAL	153:40

TOTAL FLIGHT TIME: 2 25

ENGINE DATA: (4) ENGINE SERIAL NO. | (3) ENGINE SERIAL NO. | (2) FP-021258 ENGINE SERIAL NO. | (1) FP-021330 ENGINE SERIAL NO. | R-2800-71 ENGINE MODEL

AIRCRAFT DATA: 43-22507 AIRCRAFT SERIAL | A26C-20DT AIRCRAFT MODEL | [redacted] COMPANY

AIRCRAFT ORG. DATA: 670th Bomb (L SQUADRON NO. AND LETTER | 416th Bomb Gp (L GROUP NO. AND LETTER | IX B.D. (M) 97th Combat Wing COMMAND, SERVICE AREA OR DEPT. | 9th Air Force

Sgt. George Grey CREW CHIEF OR AIRCRAFT MECHANIC | A-69 STATION | 21-3-45 DATE

[redacted]

670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO 140, US ARMY,
26 March 1945.

S T A T E M E N T

We were ten minutes on course to base from our rally point when Captain ROONEY called and said, "Whoops, look out." I had just begun to take a GEE fix and upon hearing him looked out and saw a plane very close off our left side coming up from under our left wing and then the crash occured.

The other plane went on, losing its tail. I was thrown about in the nose and when I got back on the seat we were curving left and upward when a terrific shuddering of the plane took place. I called and asked Captain ROONEY, "What shall we do?" I received no answer so released my flak suit. The plane by this time had started down in a flat spin to the left. I made my decision to get out so called over the interphone, "I'm jumping out" and with this opened the hatch door and slid down through it.

After opening my parachute I looked down and could see both planes below me, the one without a tail falling erratically to crash in a field, the other in a flat spin fell into a forest. They began to flame soon after crashing.

Robert L. Kirk

ROBERT L. KIRK,
1st Lt., Air Corps,
Bombardier-Navigator.

[redacted]

Incl. 1.

[redacted]

570TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO 140, U S Army,
28 March 1945.

S T A T E M E N T

I was flying number two (2) position in Captain ROONEY'S flight which was leading the second box on the afternoon of March 21, 1945.

We had just left the rally point and were proceeding back to base, our position at the time was directly behind the first and third flights of the first box. We were letting down at five hundred (500) feet per minute at two hundred and fifty (250) miles per hour when an A-26 type aircraft plowed through the lower part of our flight coming from the left rear. This aircraft seemed to slide over Captain ROONEY'S plane at which time the tail was cut off by Captain ROONEY'S prop. The plane without the tail disappeared from sight while Captain ROONEY'S aircraft went into a flat spin to the left. I watched it spin until it went out of sight behind the leading edge of my wing and saw one chute open. Since there were many aircraft in the area, I flew straight, calling the flight over the radio to join up, and proceeded to the field with a five ship flight where we landed.

John F. Stankowski, Jr.
JOHN F. STANKOWSKI, Jr.
1st Lt., Air Corps,
Pilot.

[redacted]

Incl. 2.

[redacted]

21 March 1945

STATEMENT

I was flying in the number six position in Captain Andersen's flight returning from mission #246. Our flight had fallen behind the box leader because of a second bomb run and were attempting to rejoin him on this side of the bomb line.

It was late in the afternoon and the sun was low and very bright in our direction of travel and slightly to the right. Looking across our formation, I saw another flight moving towards our path at the same altitude we were flying (8000 feet) coming from the side where the sun was strongest. Two or three seconds later they came through our formation. I cut my throttles, peeled off to the left and dove down about a thousand feet. After clearing myself from the other aircraft in the area, I saw Captain Andersen's airplane, with its tail cut off, go into a half loop and tumble down through the haze.

It is my opinion that neither flight was turning but rather both were flying on a converging course.

Ralph J. Lackner

RALPH J. LACKNER,
2nd Lt., Air Corps.

[redacted]

Encl. 3.

[redacted]

21 March 1945

STATEMENT

I was flying in the no. 2 position in Captain Andersen's flight returning from Group mission #246. Our flight had made two bomb runs and we were approximately fifteen minutes back across the bomb line and catching up with the first box, which was about two miles in front of us. I just saw at a glance out of the corner of my eye another flight coming into us from the right and seemed only a few feet away at our same level. I popped the stick forward and dove about a thousand feet. Just after I jammed the stick down, I heard something hit and debris came all over my ship. I looked back over my left shoulder and saw one airplane do a half roll and start down. That was all I saw of the accident.

The visibility was very poor due to much haze and looking into the sun. It is my opinion that the two flights were flying on converging course and that neither flight was in a bank or turn at the time of the accident.

John W. Blevins

JOHN W. BLEVINS,
1st Lt., Air Corps.

[redacted]

Encl 4.

[redacted]

21 March 1945

STATEMENT

We were about 15 or 20 minutes this side of the bomb-line, coming back to base. We were holding a true level course. Lt Blevins and I were flying No. 2 position. I was watching some other planes that were passing by going into Germany. I turned around and looked out the other side of the ship just in time to get a glimpse of another flight before it passed through ours. When Lt. Blevins pulled our ship out of the way, I was thrown out of my seat losing my head-set and throat mike. I saw nothing after that.

Fred Gentry

Fred Gentry,
Sgt., Air Corps,
Gunner.

[redacted]

Encl. 5

[redacted]

STATION WEATHER OFFICE
STATION A-69

27 March 1945

STATEMENT:

I was riding as a weather observer on the afternoon mission of 21 March 1945. My position of view was from the jump seat alongside the pilot in the lead plane of the 3rd flight in the 2nd box.

Enroute home, about 10 minutes after leaving the rally point, a flight of six planes suddenly arose from below, passed approximately 100 feet in front of us and then continued in the direction of the first flight in the second box. A few seconds later, the twelve planes seemed to mesh together. One plane was seen to rise, to turn over on its back and to fall earthward. A second plane dropped straight down out of the formation.

The visibility was recorded as 3-4 miles up sun and 6-8 miles down sun on the route back. Visibility directly into the sun seemed to be at least 1-2 miles.

Henry W. Chidley

HENRY W. CHIDLEY
Capt., Air Corps
Station Weather Officer

[redacted]

Incl. 6.

[redacted]

21 March 1945

STATEMENT

I made a thorough investigation and determined that all possible precautions had been taken to fit this aircraft, A-26C-20, AAF No. 43-22523 for safe flight prior to take-off and no mechanical defects existed other than those shown on the AAF Form 1A.

Arnold A. Harrison

ARNOLD A. HARRISON,
Captain, Air Corps,
Engineering Officer.

[redacted]

[redacted]

21 March 1945

STATEMENT

I hereby certify that all necessary inspections and maintenance had been performed and all defects were properly shown on AAF Forms 41B and 1A prior to the last flight of aircraft A-26C-20, AAF No. 43-22523.

Joseph K. Eyler

Joseph K. Eyler,
S/Sgt., Air Corps,
Crew Chief.

[redacted]

Encl. 8

[redacted]

670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140,
29 March 1945.

STATEMENT

I certify that aircraft A260-20, 43-22507, was in excellent mechanical condition prior to take-off and all pre-flight and daily inspections had been performed in compliance with all existing AAF Regulations, Memos, and Tech Orders. Subject aircraft had 151:05 hours prior to the last flight. All known defects were carried in the appropriate column in AAF Form 41B and were noted in AAF Form 1A.

JOHN E. EASTERWOOD,
1st Lt., Air Corps,
Asst. Eng. Officer.

[redacted]

Incl 9.

[redacted]

670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140,
29 March 1945.

STATEMENT

Airplane No. 43-22507, was to the best of my knowledge in safe mechanical condition, and all discrepancies were noted on Form 1A, and Form 41B. Pre-flight and daily inspections had been performed prior to release of ship for flight, and no mechanical discrepancies noted.

George J. Gray.

GEORGE J. GRAY,
Sgt., Air Corps,
Crew Chief.

[redacted]

Encl 10.

[redacted]

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

APO 140, U.S. Army,
31 March 1945.

SUBJECT: Transmittal of AAF Form 14's.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U.S. Army.

Transmitted herewith are AAF Form 14's with inclosures (in quadruplicate) on A-26C-20 aircraft number 43-22507 piloted by Capt. Robert J. Rooney, and A-26C-20 aircraft number 43-22523 piloted by Capt. Charles J. Andersen on 21 March 1945.

For the Commanding Officer:

RECEIVED
31 MAR 1945

GEORGE SCHRAMKE JR.,
Capt., Air Corps,
Adjutant.

Inclosures: 16
Incl. 1 - AAF Form 14 on A-26C-20 43-22507.
Incl. 2 - AAF Form 14 on A-26C-20 43-22523.
Incl. 3-16 - Inclosures to Form 14's.

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 4 April 1945.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to coordination and investigation within this headquarters.

For the Commanding General:

C. C. VEGA, JR.
LT. COLONEL, A.G.
ADJUTANT GENERAL.

16 Incls: n/c (in trip)

APR 45
AIR FORCE

[redacted]

CONFIDENTIAL

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

IN REPLY REFER TO:

26 June 1945

SUBJECT: Captain Charles J. Andersen, 0445522
668 Bombardment Squadron
416 Bombardment Group
KIA 21 March 1945

TO: Commanding General, Ninth Air Force, A. P. O. 696
c/o Postmaster New York, New York

1. This headquarters is in receipt of a request from the family of Captain Andersen, requesting the details of his death which occurred on 21 March 1944 in Belgium.

2. It is requested that all available information regarding this matter together with a list of the crew members serving with Captain Andersen be forwarded to this headquarters for release to his family.

FOR THE COMMANDING GENERAL:

RECEIVED 5 JUL 1945 A.G.O.-HQ Classified

NINTH AIR FORCE AGO C/F

Wm. D. Sanders

WILLIAM D. SANDERS
Major, Air Corps
Actg Chief, Notification Branch
Personal Affairs Division
Office of the Asst Chief of Air Staff,
Personnel

010624-S

CONFIDENTIAL

ADDRESS REPLY TO: COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON 25, D. C.

1-7569

CONFIDENTIAL

Basic: Ltr, Hq, AAF, Washington 25, D. C., Subj: Captain, Charles J. Anderson, O-445522.

704 1st Ind 22 July 1945 G

HEADQUARTERS, NINTH AIR FORCE, APO 696, US ARMY 9 JUL 1945

TO: Commanding General, 9th Air Division, APO 140, US ARMY

BY COMMAND OF MAJOR GENERAL WEYLAND:

NINTH AIR FORCE AGO C/F

12 JUL 1945 HEADQUARTERS 9TH BOMB GROUP

Charles L. Otto

CHARLES L. OTTO.
1ST Lt. Air Corps.
Actg Asst Adj Gen.

0-2507

Casualty Inquiry.
704- Andersen, Charles J. (O) 2nd Ind. G-MW-24.
HEADQUARTERS, 9TH AIR DIVISION, APO 140, U.S. ARMY, 12 July 1945.

TO: Commanding Officer, 416th Bomb Group (L), APO 140, US Army.

Attention invited to basic communication and return of correspondence through this headquarters with least practicable delay.

By command of Brigadier General SANDERS:

2660
2162

M.S. WORTH,
Capt., A.C.
Asst Adj Gen.

CONFIDENTIAL

CONFIDENTIAL

Basic: Ltr, Hq, AAF, Washington, dtd 26 June 1945, RE: Capt Charles J. Andersen, O-445522, 668th Bomb Sq, 416th Bomb Gp, KIA 21 March 1945.

704 5th Ind 19 AUG 1945
HEADQUARTERS, NINTH AIR FORCE, APO 696, US ARMY

TO: Commanding General, US Forces, European Theater (Rear), APO 887, US ARMY (ATTN: AG Casualty Division)

FOR THE COMMANDING GENERAL:

NINTH AIR FORCE AG GY

IN 22 AUG. 1945 A G CAS BR APO 887

HERBERT B. LEWIS
Major, A. G. D.
Asst. Adj. Gen.

AG 704 CAS 6th Ind. ANC/ns
HEADQUARTERS, US FORCES, EUROPEAN THEATER, (REAR), APO 887, US ARMY, 23 AUGUST 1943.

TO: Commanding General, Army Air Forces, Washington, D. C.

1. Attention is invited to 3rd indorsement.

2. No further information available this headquarters.

FOR THE THEATER COMMANDER.

OUT 24 AUG

H. M. RUND
Colonel, AGD,
Asst. Adjutant General.

R-545
Mat.

CONFIDENTIAL

(A)

OAR 14130

CONFIDENTIAL

HQ. AAF
27 AUG 1945 1-8267
CLASSIFIED MAIL SECTION

Casualty Inquiry
704-Andersen, Charles J. (O) 3d Ind. G-S-1
HEADQUARTERS, 416TH BOMB GROUP (L), APO 140, U. S. Army, 2 Aug 45.

TO: Commanding General, 9th Air Division, APO 140, U. S. Army.

1. In compliance with basic communication, the following information is submitted:

2. The accident in which Captain Charles J. Andersen met his death occurred as our formations were assemblying into position enroute to their home base. The formation headed by Captain Andersen, was flying into the sun and climbing to its position when the tail of his airplane rose into the propellor of the lead airplane of another formation. As a result of the collision, both airplanes were damaged and knocked out of control of the two pilots. The airplanes spun earthward to crash and kill instantaneously all the occupants of both airplanes with the exception of the bombardier-navigator, 1st Lt. Robert L. Kirk, O 761 328, AC, who successfully parachuted from the second airplane.

3. Following named personnel were crew members of Captain Andersen's ship:

2D LT WESTMORELAND BABBAGE O 766 177 AC Bombardier-Navigator
Emergency Addressee: Mrs. Elizabeth C. Babbage (Mother)
3321 Habersham Rd., Atlanta, Ga.

S Sgt Stanley L. Heitell 32 704 568 AC Armorer Gunner
Emergency Addressee: Mrs. Rose Heitell (Mother)
1322 Avenue I, Brooklyn, New York

2D LT LEO J. ROMAN O2 068 051 AC Bombardier
Emergency Addressee: Mrs. Josephine Roman (Mother)
317 Clinton St., New Britain, Conn.

FOR THE COMMANDING OFFICER:

13 AUG 45
HEADQUARTERS
9TH AIR DIVISION

George Schenkein
GEORGE SCHENKEIN
Major, Air Corps
Adjutant

Casualty Inquiry 4th Ind. G-MW-7
704 x 201 - Andersen, Charles J. (O)
HEADQUARTERS, 9TH AIR DIVISION, APO 140, U. S. Army, 14 August 1945.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

Attention invited to preceding indorsement.

For the Commanding Officer:

RECEIVED
16 AUG 1945
A.G.O.-HQ
Classified Mail

M.S. WORTH,
Capt., AC.,
Asst. Adj. Gen.

NINTH AIR FORCE AGO C/F

- 3 -

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0-12190

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