

BASE WEATHER STATION
Smoky Hill Army Air Field
Salina, Kansas

CONFIDENTIAL

29 November 1944

SUBJECT: Summary of Weather at Smoky Hill AAF, Salina, Kans., from
1300 CWT to 2400 CWT 28 November 1944.

TO : Base Operations Officer, Smoky Hill AAF, Salina, Kansas

1. Synoptic Situation: A small cold front first began to form in this region in the vicinity of Dodge City, Kansas approximately at 0130 CWT 28 Nov. This front intensified and moved eastward, passing Salina at 1430 CWT of the same day. With the passage of the front, the surface wind at this field shifted to north-northwest and increased in velocity, reaching 25 mph at 1530 CWT. With the northerly winds, cold air was brought into the Salina area from the north. This air was unstable and formed low stratocumulus clouds, bases averaging 3,000' MSL and tops 5,000' MSL.

2. Sky Cover during the period 1300 CWT to 2400 CWT 28 Nov. At 1300 CWT sky was overcast with two layers, upper layer of altostratus clouds, 10/10ths, bases 8,000' MSL tops 10,000' MSL, and lower layer of stratocumulus clouds, 6/10, bases 6,000' MSL tops 7,000' MSL. At 1430 CWT with the passage of the cold front the stratocumulus clouds began to lower, with amount of clouds becoming overcast, bases 3,000' MSL tops 4,000' MSL (ceiling measured as 1,700' above ground, and top reported by pilot) by 1600 CWT. This was the situation at briefing time. By 1730 CWT the base of the overcast had lowered to an 800' ceiling and was beginning to lift. At 1800 CWT ceiling was 900', at 1830 CWT it had lifted to 1,200' and by 1900 CWT to 1400'. The 1830 CWT observation is the closest observation to the time of the accident. By 2230 CWT the moon was visible through the clouds and the sky had begun to break.

3. Other weather elements for the same period: Visibility was 8 miles at Salina from 1300 CWT to 1530 CWT at which time it lowered to 5 miles because of haze. Visibility continued to be 5 miles until 2130 CWT at which time it improved to 6 miles and to 8 miles at 2200 CWT. Surface winds were south-southwest 3 mph at 1300 CWT, calm from 1330 to 1430 CWT and north-northwest rest of period, with velocity 25 mph at time of accident. Winds at 5,000' MSL: 330 dgr 25 mph (estimated from the 1815 CWT pilot balloon chart). Freezing level: the freezing level was estimated to have been 3,000' MSL at 1300 CWT, but had lowered to ground elevation by 1830 CWT. Turbulence: Turbulence was reported by pilot landing at 1700 CWT to be light.

CERTIFIED TRUE COPY:

Eugene S. Sapiro
EUGENE S. SAPIRO
1st Lt., Air Corps
Asst. Base Operations Officer

/s/ David A. Horner
DAVID A. HORNER
1st Lt., Air Corps
Actg Station Weather Officer

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LIST OF CONTACTS WITH ARMY 578

1759 Army 578 given taxi instructions.
1817 Cleared for take off on runway #35.
1818 Take off.
1824 Requested altitude on DSN Range - Assigned 5000.
1835 Reported to tower that he had one (#2) engine out.
1840 Tower overheard pilot instruct crew to abandon ship and also one of the crew advise pilot to wait until he could put on his parachute. Tower contacted ship and requested position and altitude. Pilot advised that he was unable to give his position but gave his altitude as 2600 feet. Pilot also advised tower that his #2 engine was on fire. This was the last contact tower had with the ship. Tower then noticed (approximately ten seconds thereafter) the plane burst into flames upon hitting the ground - position SSW of field.

CERTIFIED TRUE COPY:

Eugene S. Sapino
EUGENE S. SAPIRO
1st. Lt. Air Corps
Asst. Base Operations Officer

/s/ Theodore V. Garner

THEODORE V. GARNER
S/Sgt., 106th AACCS
Operator on Duty.

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DW 200

316:40 hrs.

#2 position

Cyl #	Exh valve	Guide	Rocker Arm	Remarks
1			not reworked has jet	Adjust screw not reworked
2			not reworked has jet	Adjust screw not reworked.
3		excessive wear	not reworked. has jet	Adjust screw not reworked.
4		excessive wear	oil hole in screw lined up with slot not reworked has jet.	Adjust screw not reworked.
5			not reworked but xxx has jet.	Adjust screw not reworked. screw below surface.
6		excessive wear	not reworked. Has jet	
7			not reworked. has jet	Adjust screw not reworked.
8			not reworked but has jet	Adjust screw not reworked.
9	tip gauged		Roller chipped not reworked but has jet.	Adjust screw not reworked.
10			Not reworked but has jet.	Adjust screw not reworked.
11			Not reworked has jet	Adjust screw not reworked.
12			Not reworked but has jset	
13			Not reworked but has jet.	
14			Not reworked but has jet.	Adjust screw not reworked.
15			Not reworked but has jet	Adjust screw not reworked.
16			Not reworked but has jet	Adjust screw not reworked.
17		Guide & boss burned severely piece of guide broken xxx out.	Not reworked but has jet.	Adjust screw not reworked.
18			Not reworked has jet	Adjust screw not reworked.

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Disassembly Engine No. 2

430

81-

DW 200 360

316:40 hrs.

#3 position

Cyl.	Exh valve	Guide	Locker arm	Remarks
1	Cracks on periphery	worn	exh lock screw loose	box burned by fire
2.	valve burned	worn	adj screw below surface	boxes burned by fire seat burned
3.	radial cracks on face	worn severely boss burned	lock screw loose in track	boss burned by fire seat burned
4.			adj. screw below surface	boxes burned by fire
5.	tip bounded	worn severly boss burned		boxes burned by fire - exhaust valve seat burned
6.				
7.			Adj. screw oil holes lined up with slot	
8.				
9.	tip pounded			box dry
10.				
11.	tip pounded			cyl. pad marred by screw driver
12.				
13.	tip pounded			
14	tip pounded	worn some		
15.				
16.			not modified screw of arm	
17		boss burned guide worn severly		
18.	not rotating properly			

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Disassembly Engine No. 3

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490

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NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Milber, Alan T.

B-29

45-11-28-5

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

C. Mansfield

11-14

F. N. Finic

5/4

Meyers, R. W.

24/mar 3/6