Use this torm for gigs; Hes SZ-IS, and "Sirers of tesued by Office of fly	O g accident only in iff Accident Inve	stigator's Handbe	AAF ob,"	2 (VALUATES	DΥ	•	8-29%	
Bate," winer injuries a fined in the above requ				COOLO 07				-
		TION AIDE						2_
(i) PLACE of actions - STATE - COUPTY - AC	Two Jime		100	miles por	th of T			
(2) MAS CALLISION WITH ATMEL ASSCRIPTY	(3) AT METERS OF AIRC	THE THEOLYD GILL SEM	PAOLA		u. 45		41)	1111761-
14) AIRCHAIT NO.	1		(4) HONE STATIO	<u> </u>			<u></u>	
17) BIR FORCE OF COVERAND	SU9-CO-MAT	9 °	AIRC	orth Field	TYPE			SCHAEPER
20th AP		GEAR	314th	330th	Bond Gr			459th
Gunther, Robert W.		Ceptain		0452563	27		Airpl	ane Com
Sorth Field, Guan	20th Air	Pares XX I		314th	330th	Bomb (1	AH)	459th
(I) DESCRIPTION OF ACCIDENT		CT-ION B A				`		
		_	algoraft			_	•	#11_
					<del></del>			
eraft 42-94044. (2) HAMES OF HAJURES - EXTERT OF HAJURE		•				0		
(2) MAMES OF INJURES - EXTERT OF INJURE		•	0			0		
(2) HAMES OF INJURES - EXTERT OF INJURE		•	o	•		0		
(2) NAMES OF INJURES - EXTERT OF INJURY  MORRO  O  O	0	•	o		0	0		
(2) BAMES OF INJURES - EXTENT OF INJURE  DOCUMENT  O O  (3) EXTENT OF BAMAGES - ATRICANTI AND/OF	0		۰	•		0	•	
(2) NAMES OF INJURES - EXTERT OF INJURE  SCORE  O  O  (3) EXTERT OF DAMAGES - AIRCRAFT AND/O	o ones	laced on outer wing	۰	•		0	•	
(2) NAMES OF INJURES - EXTENT OF INJURE  SCORE -  O O  (3) EXTENT OF DAMAGES - ATRICANTI AND/O	o ones	laced on outer wing	۰	•		0	•	
(2) names of injusce - extent of injusting to the control of same of the control	o ones	laced on outer wing	۰	•	0	0	•	
(2) names of injunes - Extent of injunitions  O O  (3) Extent of namedes - Aincraft and/of  Wing tip da  Loading odg  (4) Containstine Cause factors	o ones	laced on outer wing	۰	•	0	•	•	

8 July 1945

Personal account of incidents leading up to and including collision of aircraft # 42-94040 with aircraft # 42-94044.

Joined formation in assembly area as briefed in Wing Ground School, leading low element of three B-29's. During climb to bombing altitude, we experienced difficulty in maintaining position and resorted to full power. During this phase our low element maintained excellent spacing.

Approaching the I.P. the leader increased air speed as briefed and for several minutes we were unable to hold position. During this maneuver the right wing man elected to stay in position sespective to the lead element. Upon drawing into position the lead ship executed a steep bank toward the left. The right wing ship followed suit and with such a rapid change of course that a collision was inevitable. We attempted with all force and dexterity to avoid being hit. Our maneuver was limited to a sharp turn away from him as my left wing man had his proper position below and in close proximity to our own ship.

We experienced a slight bounce and the crew was immediately alerted for bailout or possible ditching. The IFF was set on emergency and our course was set for Iwo Jima.

It soon became apparent that the aircraft was capable of sustained flight so our flight plan was resumed.

HOHERT W. GUNTHER, Captain, Air Corps, Airplans Commander, Aircruft # 12-91010.

Urel 12

 $S \sim E \subset C$ 

#### SIAIRMENI

8 July 1945

PERSONAL ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING COLLISION OF AZECRAFT # 42-94040 WITH AZECRAFT # 42-94044.

We were flying formation at approximately 20,000 feet, when our plane and the plane flying the right wing position in the same element collided. The wing ship flying on our right wing was slightly ahead of us in the formation. The formation executed a left turn and I noticed that this same ship was in a sharp bank and headed towards our plane. Our plane was turning also, but the two planes were a little too close. When the pilot of the wing ship tried to straighten out, the left wing of his plane hit the right wing tip of our plane, thus tearing off a good portion of his wing tip and alleron.

ARAM P. MORMANDIN, 11136667, R. Gunner, Air creft # 42-94040.

273-B

#### **THEKETATE**

B July 1945

Personal account of incidente leading up to and including collision of aircraft # 42-94040 with aircraft # 42-94044.

As I see the accident, the mip that was flying our right wing pulled up to the rear of the lead men of the first claums. The first element started a might left turn, and our right wing ship turned sharper. At first I thought he was going to slip under us but as surethip cut have left, he leveled off and at that time the wing tips hit.

ENLINE LIVERSTUE, ALTERATE & 42-91040.

Jrs-B

# SIAIBMENI

8 July 1945

Personal account of incidents leading up to and including collision of aircraft # 42-94040 and aircraft # 42-94044.

We were flying at 20,000 feet in formation. The formation was elosing in when the leader made a sharp turn to the left. Our plane also started to turn to the left when our right wing man hit our right wing tip.

Zamener S. Phelip

LAWRENCE P. PHILLIPS, lst Lt., Air Corps, Bombardier, Aircraft # 42-94040.

Irel 1

773-B

#### STATRMENT

8 July 1945

Personal account of incidents leading up to and including collision of aircraft # 42-94040 with aircraft # 42-94044.

Fig. Our ship # 42-94040, was pulling up into position in the formation after lagging behind for some time. Our position was lead ship in the low box. We were in position when the lead ship started a steep bank to the left. Ship # 42-94044 was flying almost directly opposite us on our right wing, and when the formation leader turned, he also went into a steep bank to the left. My airplane commander attempted to avoid a collision by starting a turn to the left, but as there was a plane on our left wing he could not make a steep enough turn to avoid the collision. The left wing of aircraft # 42-94044 hit our right wing from the under side, as the airplane commander of aircraft # 42-94044 threw his plane in a right bank in an attempt to avoid the collision.

We dropped out of formation after the impact and after we discovered the damage was slight, made the run on the target singley.

EMMEST F. PERKINS JR., 2nd It., Air Corps, Co-Pilot, Aircraft # 62-96040.

Inel 1

TEADQUARTURS 2

31/2H BOLDANDERT WING APO 33h. c/o Postenster Son Francisco, California

16 July 1945

360.33

SUBJECT: Transmittal of Form 14-A.

TO: Commanding Conoral, AAFPOA, Attn: Statistical Control Division.
THEM: Commanding Conoral, EXI Domber Command, APO 234.

In accordance with the provisions of AAFTOA Regulation 15-14, the attached AAF Form 14-A. Report of Minor Accident, is approved and forwarded.

FOR THE COMMANDING GENERAL:

DOLF E. MURILEISEN Colonel, Air Corps Chief of Staff

1 Mal: AAF Form 14-A (in quad) A/C // 42-94040.

AICPN 260.23

lat Ind

HEADQUARTERS TWENTILTH AIR FORCE, APO 484, c/o Postmenter, Sun Francisco, California 22 JUL 1945

TO: Commanding General, United States Army Strategie Air Forces, ADMIN, APO 955, c/o Postmaster, San Francisco, California ATTENTION: Statistical Control Division

Forwarded in compliance with USASTAF Regulation 15-14.

FOR THE COMMANDING GENERAL:

WILLIAM S. CLUETT

Major, Air Corps

Actg And Adjutant General

linel: in dup

٩

773-E

\$

i.

# REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated,

If additional space is moded use additional shoutes and identify by

Γ	ACTION	DATE	6 . 15 20
S PEC	PREISONARY HIT- PORT HIM EIVED		
ž	Four it ligerage	9-7	CIDENT NO
NOT BSE	EVALUATED BY		
90	VERIFIED SY		H6 C
TIELE OFFICES	Спрекраву		9A21
31.5	COURD BY		NO AIMTRAPT A

	and subsection			mar success		y ny panja		OURD BY	; 		No. Am Invol	VED 2
I. Prace on A	tipes; state, Co.	ataly, Senter	4 1 mm		A-GENER				Ven V Avec	cid, Distance and	Dirm the t	rom Barre
100 10	Les North	of I	0 11	<b>76</b>	Involved (Fil			2	o dia		Hile	3
	YES IN			اوست		2-200	0			AS 0533		DAY NIGHT
I. AIMERAPT N	u.		2. Tri		SERIES	J. House	FATION	- /-	5 W	a n a-1	4.0	
4 Air Four	DE COMMAND	<b>Винсом м</b>		294	2685 Wike	APO			Pollop	5.7. Cal	HOTA	DROK
	CAh		8,0		3341				FP (A	R)		2nd
5. Date of M	l .		1	Lart Overhau <b>Mode</b>	L OVERHAULIN	u Deror on		т			House	a Since Overhale.
	ch detailed statem				ring on this seri			en romp	lied with.	Describe orders	and give re	
			Section	on C-OPER	ATOR (Perso	n at contro	ls at time	of acc	ident)			
1. LAST NAME	•	Finant.	AUL CARPH		MIDDLE INITIAL	CHADE		BRANC	AC	ABN G-ENDAG	5 M	1917
2. ATTACHAD S				COMMAND		MMAND.	l Lt.	Wpo		HOUP NO. AND T	<u> </u>	NQUADRON
3. Absumed St		<b>-</b>	AF OR	Courant	l .	MMAND		Wikii	- 1	FROUP NO. AND T	YFR	Squadron 62nd
4. ALBONAUTH	AL RATING? Y	u I INo	Į'KESE	20th NT RATING	·	IPATE HE			MAL DUT			0011
	5,-7i	L.,		rilot		30 A	ne. L	<u> </u>		JACO CUE	accion.	
	1	<del></del>			OR'S FLYIN				<u> </u>	<del></del>	<del></del>	
PLYING TIME	IST PROTOR SOLO STUDENT	OTHER PT	UPENT	rill in Itame R	and yonly if ope or rated pilot in	CIS, OTU,	udent in tr etc.	ı		OOLS PREVIOUSLY		
I. TOTAL House	936-20	5441	<b>.</b> 5	n. Trainee C	LARS NO. AND PO	HOOL, OTU	, CCT8, E	1	Transle	) itur, ki Kion Flyi	on In	ito W Laine
2. HOURS THIS TYPE	200:45	į .		<b></b>				_ \	4 cores	ll Field,	YTP"	
2. Hours Thus	<u> </u>	2361	<u> </u>		DIAL ON			11.01				
Moore	200:45	13614	0	<b>EDBLIE</b>						· · · · · · · · · · · · ·		- · · · · · · · · · · · · · · · · · · ·
4. Hours Last SU Days	160+55	5210	<b>)</b> 5	II. INSTR	UMENT RAT	180	lf answer i Instrum	to numb	er 12 is Y nknown co	es, or if accident nelitions, till in iter	necurred a useful Clau	t night or under th 17,
8. Hours Last 30 Days				LAST CHECK		ril L		lova		int Phot		OTHER
6 HOURS LAST	23:45	4-4-	<u> </u>	Tueson.	4125	Ap <b>ril</b> 4	TY INSTAI					
24 Hoths	6,25	Oac	<u> </u>	12. Was opera	tor on instrume or immediately	nts at time	15. Instri	6 Min. Ment 141 Mas				
7. ACTUAL COMBAT HOURS	Hone	Roma		i —	Yas [#		16. \$10 m7	LANT R	Mos			
		L—PERSO		L INVOLVI	ED (Including	operator	and all o		isons, wh	ether in plane	or not)	
Dipp at Time of Ac- cidant	NAME (East Nume	\$ 49		Tyre	RIAL No.	ORADE BRANCH SERVIC	AND ST	FREE	RG. Assur Air Four		FATAL MAJOR MINOR	PARACHUTES UND FIGURES BUT IN No. Yes No.
(f)	(t) okleza Jo	oojah E		(3) <b>C</b> -	(f) 2001-65	(I) 106	Z-245	(6) 18	w	ரு <del>CJ?tu z</del>	(8) (9	140 (11) (12)
· · · · · · · · · · · · · · · · · · ·	iller, John Hiller, John Hiller, John Hore, Buce Mag, John Horeld, Ge Deen, Clyde	ul D. a P. Howard all W. P. Orgo L al C.	٨٠	B A O O O O O O O O O O O O O O O O O O	65977 778821, 2061452 804382 804481, 461631, 184531, 083266 822947 213696	7/0	AC A	17 18 18 19 38 38 38 38 38		4 6 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		

TO AURCHAPT	·	-,,	od, (If no damage, Wrocked	I, eu etate)					
		_				•	•		•0
Les	t wing the of	place w	is drawned.	•			•	•	
To ENGINE	1	0	2		3	•		•	
To PROFELLER	1	<u> </u>	2		3	•		•	•
To PRIVATE PROF	ERTY (EXPLAIN ON ATTAI	CHRENTS)	<u></u>			-		L	
•									•
		Se	ction G-POWI	R PLANT F	NILURE				
(Use this	eaction of the form if pow This n	or plant fallure v	rae a contributing cr y ongineering officer,	map factor in the	nocident.		1. Duna		MINUTES
			(1)	(2)		Ţ	(1)		(4)
ENGINE MODEL	<u>:</u>								
ENGINE No.									
Engine-Hours Br	NCE LAST MAJOR OVERM	AVL	· · · · · · · · · · · · · · · · · · ·						
Danw on Sunon	POT PERFORMING OVERM	AUL				1			
	<del></del>	•			<del></del> -	,,			
TOTAL ENGINE-HO	DVIA		<del></del>				<del></del>	<del> -,</del>	<u> </u>
PROPELLER MODE	i.								
PROPELLER-House	B PINCE MAJOR OVERHAL	n.				ļ			
O. CIATEMENT OF E	(NGINEERING OFFICER, M	RCHANICS, AND C	DTILME AS TO WHAT	F FAILED AND P	BOBABLE R	EASONS WH	IV		
Q. Geatement of E	ENGINEERING OFFICER, M			F PALLEU AND P	BOBABLE R	EASONS WE			
•	D	avid_	m. Per	<u> </u>	•	EABONS Wa			
O, CTATEMENT OF P	OF FUEL ENGINEES	avid		Corps		•	17		
•	OF FUEL ENGINEES	o OFFICER (Name of Party)	M. Ser	NA Corps	OR OTH	HER MA	TERIEL	ginosring of	loer)
II. OCTANA MATINO	or Fuel. Engal VIII	OVICEN (Name of the Party of th	M. Ser	MALE COSTOS ING GEAR, factor in the nec	OR OTH	HER MA	TERIEL good by on		
ii. Octana Batino	COT FURI. EMPLOY STATE SEC. (Use this section if made avenue. Failure, include	OVICEN (Name of the property o	M. Ser	MALE COSTOS ING GEAR, factor in the nec	OR OTH	HER MA	TERIEL good by on		
I. DESCRIBE THE M	COT FURI. EMPLOY STATE SEC. (Use this section if made avenue. Failure, include	OVICEN (Name of the property o	M. Ser	MALE COSTOS ING GEAR, factor in the nec	OR OTH	HER MA	TERIEL good by on		
I. DESCRIBE THE M	COT FURI. EMPLOY STATE SEC. (Use this section if made avenue. Failure, include	OVICEN (Name of the property o	M. Ser	MALE COSTOS ING GEAR, factor in the nec	OR OTH	HER MA	TERIEL good by on		
L DESCRIBE THE M	COF FUEL ENGINEERS OF SEC.  (Use this section if made avanual Failung, Include the section of th	OVICEN (Name of the property o	M. Ser	MALE COSTOS ING GEAR, factor in the nec	OR OTH	HER MA	TERIEL good by on		
L. DESCRIBE THE M THE FALLURE	Sec (Use this section if mate arthurs, Include a section in the se	OVICEN (Name of the property o	M. Ser	MALE COSTOS ING GEAR, factor in the nec	OR OTH	HER MA	TERIEL good by on		
L. Describe the Marino Patture	Sec (Use this section if mate arthurs, Include a section in the se	OVICEN (Name of the property o	Captain, FRAME, LAND a contributing cacoo	ING GEAR,	OR OTH	HER MA	TERIEL good by on		
L. DESCRIBE THE M THE PARLURE	Sec (Use this section if mate arthurs, Include a section in the se	OUT OF THE PROPERTY OF THE PRO	Section I—SPE	ING GEAR, factor in the nec	OR OTH	HER MA	TERIEL good by one	MIGHT HAVE	E CONTRIBUTED TOWA
ENGINEERING (Course, Ormic, or	or Funt. Enginerate DAVID  Sec. (Use this section if made artists. Failure, include the section if made artists. Failure, include the section).	OPPICER (Name of the Control of the	Section I—SPE	CIAL EQUIPMENT, fire course, or by reason	OR OTH	HER MA	TERIEL good by one	MIGHT HAVE	E CONTRIBUTED TOWA
ENGINEERING (Course, Ormic, or	OF FURI. Enginerate  Sec  (Use this section if made  arkness Failure, include  precess ad station)  tion if special equipment—	OPPICER (Name of the Control of the	Section I—SPE	CIAL EQUIPMENT, fire course, or by reason	OR OTH	HER MA	TERIEL good by one	MIG CAMO F	E CONTRIBUTED TOWA
ENGINEERING (Course, Ormic, or	OF FURI. Enginerate  Sec  (Use this section if made  arkness Failure, include  precess ad station)  tion if special equipment—	OPPICER (Name of the Control of the	Section I—SPE	CIAL EQUIPMENT, fire course, or by reason	OR OTH	HER MA	TERIEL good by one	MIGHT HAVE	E CONTRIBUTED TOWA
ENGINEERING (Course, Ormic, or	OF FURI. Enginerate  Sec  (Use this section if made  arkness Failure, include  precess ad station)  tion if special equipment—	OPPICER (Name of the Control of the	Section I—SPE	CIAL EQUIPMENT, fire course, or by reason	OR OTH	HER MA	TERIEL good by one	MIG CAMO F	E CONTRIBUTED TOWA

Section K—WEATHER (This must be steared by weather officer of the reponing stestion)  WHEN WAS THE WEATHER OF SECTION TO BE AND ACCOUNTY SCATLED ACCOUNTY SCATLED AND ACCOUNTY SCATLED ACCOU	Eampin	<u> </u>	rn ayu facilition <sup>h</sup> wore a contribut maintenan				<del></del>
Section K—WEATHER (This must be sined by weather officer of the reposing station)  Mark that the Walles at the first and place of the Admin's Scattered Committee clouds with base at 2000 ft.  Reging HER — LEX. Visibility 30 Miles at 20,000 feet.  REGING HER — LEX. Visibility 30 Miles at 20,000 feet.  REGING HER — LEX. Visibility 30 Miles at 20,000 feet.  Section C. Browner —  Section L—GENERAL INFORMATION  Free Committee of the Section of the Section L—GENERAL INFORMATION  Free Date of the Left of close of the Section L—GENERAL INFORMATION  Free Date of the Left of close of the Section L—GENERAL INFORMATION  Free Date of the Left of close of the Section L—GENERAL INFORMATION  Free Date of the Left of close of the Section L—GENERAL INFORMATION  What was the Mission:  Inter—Island Tredning  What was the Mission:  Note  What was the Mission:  Note  **Body Mission Law of the Section L—GENERAL INFORMATION IN The Section L—GENERAL INFORMATION IN The Section L—GENERAL INFORMATION IN THE SECTION IN THE S	Extract	•	•	•	•		
Section K—WEATHER (This must be signed by weather officer of the reposing stotion)  What has the Market at the This and Place of the Administration of the Administration of the State of the Administration of the Administ			•		_		
West was the Name of the fire and reason the Administration and Scattered Committee clouds with base at 2000 ft.  Ming Birs 12%. Visibility 30 Miles at 20,000 feet.					•		
West Was the Name of Large of the American State of County of Coun	<u> </u>	tion K-WEATH	FR (This must be signed by	weather officer of	the reporting sto	tion)	
The Time and Vertices of Control of the Control of							t 2000 ft.
WHAT WAS TOR MISSION S. BECKERSON, CAPTAIN, AIR COTPS, APO 334.  Section L—GENERAL INFORMATION  If REMOR OF THE PART OF BOWLENG OFFICE THAN HE OPERATOR WAS A FACTOR, STATE HOW  Pland from 330th Bond Group, L—19, poelled off to the left at CO stille. Plans on the left of element poelled off at lessor angle counting design to left wing tip of plane \$ 42-94044  What Was tor Mission?  Inter—Inter—Inland Training  None	Hing HUE - 12K.	<b>Visibility</b>	30 Miles at 20,0	oot a			
WHAT WAS THE MISSION TO RECEIVED.  WHAT WAS THE MISSION TO RECEIVE THE MISSION TO RECEIVE TO RECEIVE TO RECEIVE TO RECEIVE TO RECEIVE THE MISSION TO R	to Business was a faction in t	liin Assurast, atala	Brown green Appropriate Cours on V	SECURAL BANTS	•		
Section L—GENERAL INFORMATION  If EMBOR OR THE PART OF ROBERS COTTER THE STATE OFFICE PLANS AND PART HOW  Pland from 330th Bomb Group, K—49, possible off to the left at 60° angle. Plans on the laft of element peeled off at lesser angle counting dange to left wing tip of plans \$ \$22-94004.  WHAT WAS THE MINESSET  INTER—Island Training  WHAT HARR ANY VERAPLES OF CORPERS ON HISTORYMAN (PARTIES)  NODE    DESCRIPTION OF LANS ON LOWER PLANS ON LOWER PLANS ON HISTORYMAN (PARTIES)    DESCRIPTION OF LANS ON LOWER PLANS			Ų.			•	
Section L—GENERAL INFORMATION  If EMBOR OR THE PART OF ROBERS COTTER THE STATE OFFICE PLANS AND PART HOW  Pland from 330th Bomb Group, K—49, possible off to the left at 60° angle. Plans on the laft of element peeled off at lesser angle counting dange to left wing tip of plans \$ \$22-94004.  WHAT WAS THE MINESSET  INTER—Island Training  WHAT HARR ANY VERAPLES OF CORPERS ON HISTORYMAN (PARTIES)  NODE    DESCRIPTION OF LANS ON LOWER PLANS ON LOWER PLANS ON HISTORYMAN (PARTIES)    DESCRIPTION OF LANS ON LOWER PLANS					• •		•
Section L—GENERAL INFORMATION  If Emails on the Part of housest prices This the Oyenaron Was a Parton, state How  Pland from 330th Bomb Group, K-49, possible off to the left at 60° single. Plans on the laft of element peeled off at lesser angle counting dange to left wing tip of plane \$ \$22-94004.  What was the Missour?  Inter — Island Training  What inter Any Variables of Children on History (hiphin)  None    Distributions Any Variables of Children on History (hiphin)   None   None   Distributions of Children on History (hiphin)   Distribution of Children on History (hiphin)   Distributio		///	21	( <u>*</u> )	<b>;</b> •	30	G
Section L—GENERAL INFORMATION  If EMBOR ON THE PLAT OF BOX CONE UNITE THIS THE OPERATOR WAS A FACTOR, STATE HOW  Pland from 330th Bomb Group, K—49, poelled off to the left at to apple. Plans on the left of closeout peeled off at lesser angle counting dange to left wing tip of plane # \$2-9\$\text{A2-9\$\text{A34}}.  WHAT WAS THE MISSION	<del> , ,</del>	Gukson	7 C. 13 vourse	<del>~~</del>			
Section L—GENERAL INFORMATION  If EMBRICON THE PLAT OF POSSENCE UNITE THIS THE OPERATOR WAS A FACTOR, STATE HOW  Pland from 330th Bond Group, E-49, posled off to the left at 60° shiple. Plans on the left of element peeled off at lesser angle counting damge to left wing tip of plane # 42-94044  WHAT WAS THE MISSION?  Inter—Inter—Teland Training  None  1. The Piece Occus Upon  Cambridge Action Tables on Observe on Research County (Paperson  None  1. The Piece Occus Upon  Cambridge Action Tables on Observe on Research County (Paperson  None  1. The Piece Occus Upon  Cambridge Action Tables on Observe on Research County (Paperson  None  1. The Piece Occus Upon  Cambridge Action Tables on Observe on Research County (Paperson  None  1. The Piece Occus Upon  Cambridge Action Tables on Observe on Research County (Paperson  None  1. The Piece Occus Upon  Cambridge Action Tables on Observe on Research County (Paperson  None  2. The Piece Occus Upon  Observe Occus Upon  Cambridge Action  Observe Occus Upon  Observe Occus Upon  December 1. The Piece Occus Upon  Observe Occus Upon  Observe Occus Upon  December 1. The Piece Occus Upon  Observe Occus Upon  Observe Occus Upon  December 1. The Piece Occus Upon  Observe Occus Upon  Observe Occus Upon  Observe Occus Upon  December 1. The Piece Occus Upon  Observe Occus U	WEATHER OFFICER (Name Grade, and Station)	JACKSON (	C. BROWNSON, CAP	rain, Air Co	mps, APO	334.	
Pland from 330th Somb Group, K-49, posled off to the left at 80° ample. Plans on the left of element pealed off at lesser angle counting dange to left wing tip of plane # 42-94044  What Was the Mission?  Inter - Island Training  What I has any Verlation of Charles for the Legality of Legality o							
What Wester Mission?  There Island Training  What Wester And Volume Orders on Heaterman (Assumed)  None    Proceedings   Proceded   Proce	IF ERROR ON THE PART OF HOM	EONE OTHER THAN T					
What Wester Mission?  There Island Training  What Wester And Volume Orders on Heaterman (Assumed)  None    Proceedings   Proceded   Proce	Pland from 330	oth Bomb Gr	oup. K-49. poelà	d off to the	left at 8	Do anirle	. Plans
WHAT WAS THE MIRRORY  Inter - Island Training  WARE THANK ANY VERGATIONS OF CHIEFE, OR HAVE KNOWN (P. 1) INDICE.  HODE  HODE  PROPERTY OF THE MIRRORY OF LOST BELLETIANS (P. 1) INDICE.  PROPERTY OF THE MIRRORY OF THE PROPERTY OF THE PROPERTY OF THE ADDRESS, ONE OF THE PROPERTY OF THE APPLICATION OF	on the left of ele	mont peele	d off at lesser	angle cousin	ng damage to	loft wi	ng tip of
WHAT WAS THE MISSION TELLAND TREATING TO THE PROPERTY OF THE P	plane # 42-94044.	•		n		1.1.	
WHAT WAS THE MISSION TO THE PROPERTY OF THE PROPERTY OF LAST DEFAULT OF LAST D				.,,			1
WHAT WAS THE MISSION TILDER - ISLAND TREATING  WARR THANK ANY VIRIATIONS OF COMPINS ON RESTRICTIONS! (Applicable of the compine of the compin						•	
Inter = Island Treining  Were There and Volumes of Chieffings (Peplaid)  Note		<b>'a.</b>	; <b>6</b>	<b>√4</b> 7		`,	or a
Inter = Island Training  Webs There and Volutions of Chicagons (Papielle)  None  None  None  None  President Taken of Long President Taken of Long President Taken of Large							
Inter = Island Training  Webs There and Volutions of Chicagons (Papielle)  None  None  None  None  President Taken of Long President Taken of Long President Taken of Large						-	
Inter = Island Training  Webs There and Volutions of Chicagons (Papielle)  None  None  None  None  President Taken of Long President Taken of Long President Taken of Large			<del> </del>		<del></del>	<del> </del>	
Hone  None  None  Presentate Action Takes on Costs begaths  Applications of the Costs		land Traini	no			ть Срон	Yza 🗶 No
DISSEPTION TANKS OR CONTENTION TO THE STATE OF THE STATE OF STATE ACTIONS, GIVE UR NO.					L		
DISCIPLINARY ACTION TAKES OR CONTENSION TO THE STORE THE DEPARTURE APO 334.  APO 334.  THE UR PIRM ALLES BEEN SURWITTED ON ANY FEATURE INVOLVED IN THE ACTIONS, CHEE THE NO. NO. DATE.			• 1	•	ŕ		
DISSEPTION TANKS OR CONTENTION TO THE STATE OF THE STATE OF STATE ACTIONS, GIVE UR NO.				•		•••	
DISCIPLINARY ACTION TAKES OR CONTENSION TO THE STORE THE DEPARTURE APO 334.  APO 334.  THE UR PIRM ALLES BEEN SURWITTED ON ANY FEATURE INVOLVED IN THE ACTIONS, CHEE THE NO. NO. DATE.							• .
DISSEPTION TANKS OR CONTENTION TO THE STATE OF THE STATE OF STATE ACTIONS, GIVE UR NO.						•	•
DISSEPTION TANKS OR CONTENTION TO THE STATE OF THE STATE OF STATE ACTIONS, GIVE UR NO.				•	• ,	: .	,
DISCIPLINABLE ACTION TAKES OR CONTENDED TO THE TOTAL T	• • •	. de		•			الا مارية . الا مارية .
Top Mone   Trail of Mone   Tra	• •	•	₹ <b>/</b> ₹ * 3 <b>6</b>		•		
Top Mone   Trail of Mone   Tra	DISTINANT ACTION TARKS OF	L CONTO MELATER	<del></del> , <del>;;</del>		<del></del>		·•
TADIT STATE OF CHARMANIA (Attach Form 2) PROB. 10 OR LOCAL PRATION OF LAST DEPARTURE  APO 334. DATE.		•	•				
On Local Pration of Last Departure  On Local Pration of Last Departure  APO 334  APO 334  If UR Print at Hast Happ Surmitization and Fratick Involvents the Administ, Olde UR No. No. Date  Date  On Local Pration of Last Departure  APO 334  Date	Total Print Plone					•	
. history Clarkanck (Misch Porto 23) Pros 10 On Local Pration of Last Departure  On True Mission 5 APO 334 APO 334  If UR Port of Have Burnifferious and Fraticke Involvences for Account, Over UR No. No. Date  On Local Pration of Last Departure  APO 334  Date	ያልነት ማቀሳ ታ ማልነ <sup>ለ</sup> ፈላዋነት ነው እን					_	• • • • • • • • • • • • • • • • • • • •
Do. Trng. Hission 5 APO 334 DATE		rin 211 From	10		On LOCAL	FTATION OF L	AST DEFABLURE
DATE  15 UR PRING AL HAR HAR BERNETER ON ANY FRATERE INVOLVED IN THE ACTIONNY, CHEE UR NO. NO. DATE  AND DATE	. • •	1	IPO 334	Α.	PO 334	APO 33	4
	IN UR PORM AL IS OF HERM BURN		KE INVOLVED IN THE ACTIONS	1 144		DATE	
	AND DATE						
	******* \$ 1   \$ 7   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$ 1   \$	•			•		
	•						-
					•		•
	•		•				•
	•						7 * ·
	••	•	.*				
		•	, · · ·		•	·	
	•					•	<i>,</i> '
			• ,			• •	
an Rageman by AAP Ragemannia et al.	4 AND CLEPTOR OF AAP FISHING AS HASHINGS BY AAP KASH	I, IA, Arrenso II:	thrio 🗶 Yas - t No.		9. Ann Phiotre J	ATTACHED?	YEE NO

· ) • B

NAME-TOWNSEL M. ONTO PER NAME-MEMBER The Gold elec THUMPSON OBGANILATION Cept. JIACH BORD tig. <u>99th Bomb Group</u> NAME - HET GRUEN DAVIS IL PORT JUHN B. MOFTAY DINIANIE TON URGANIZATION 39th Bomb Group Captain 39th Bomb Group Dre.

TASCL NO LAYON  TASCL NO LAYON  NAME-AS  NAME-AS	DATE		STATION		,	GROUP NO.	A TIPE			AIRCRAFT MODEL	HODEL			
						_								
		5 July 1945	ER PR	120		33	国				B-291			<u> </u>
Pack   Va   Large   Name - Ash.   Control   Name - A	CAEW C	HIEF OR AERIAL ENGINEER				BOUNDRON	NO. B TYPE			AIRCRAFT	BERIAL NO.			•
Packley, Joseph E.   1st 1st 0.59046   1st 1st 0.50046   1st		7/3ct. No Laren				62	72 (FE)				٦.		٠	
Decl.   Decl	PERS.		PRINT PLAIN	LY-	NO.		ALWAYS E. CASLE, E. ENTER	TIME FLOS	TYMBOLS, WI HT OR HINS NN THERE	TRUMENT. UNDER		HT DATA		
15   15   15   15   15   15   15   15		4	*			ч-	DVTY NOR	8 M PR 8	DUTT NOR!	PUTY   NORL		MOI4 SIM	•	_
Second   Paris   Par							•	1_		_	/nom/			_
Sect   Paul D.   P/0   T-65977	2	Backley, Joseph		4 14.	0-610465	Sad	}				7	7	xi 45	—,
Second   Park D.   P/0   T-69977   T   55   T   D   D   D   D   D   D   D   D   D								- 1		_	,		•	_
Section P.   204   12,	77	- 1		٥	1-65977	•	7	- 1			I	-5	8	
		;				•	ł	- -	<u> </u>  .		•			
# Bussell W. 2nd 12. Q-202152	27	Filler, John Fa		23.7	1733301-0	:	.  _	-	-			1		_
## John P. 9/kgt. 17003467 a 9 55	•	Worth Commerce Closes		44.	0-2081152	•	١	•				•	••	
Protect   W.   27d   14.   0.431/322	9	CONTRACTOR NO.		8	*		_	-	_		ğ			-
Total P   Sect   17002LET	t c	Presell		**************************************	C#1180	•	i	•	••				•	
Care	1						L_:				MO1881N	) 1	•	
Sci. 1818.631	8	Hang, John P.	18	Soft	17003453	13	!						.	
Clyple Land   18024501							$\square$	_	_	-	100		•	
Clype I. Set. 18124531	38	Franc. John F.	35	+	2316103	•	L							
Clycle I. Set. 13023266	,		)	_		•		-	_	_	<u> </u>	•	••	
Clyck I. Sct. 130-22%	8	Le Grand, George	3	4	18184531	•	L					-		
TY, Sums) G, Sci. 33822947		•					┙.							
TY, Space 1 G, Sct, 33822917	2	Boss, Clyris La		4	1303326	=	۔ا۔	. -	. -	. -	raomi	†		
AIRPLANE FLIGHT REPORT - OPERATIONS  TO THE PLANE FLIGHT REPORT - OPERATIONS	\$		•		2300000	٠	⅃	-	<b>-</b>	<u> </u>				_
AIRPLANE FLIGHT REPORT - OPERATIONS    CHECKED:   TOTAL PLOYER   T	2	Ather Campel C	2	•	2000			-	-	-	10.	-		
AIRPLANE FLIGHT REPORT - OPERATIONS CONNECATOR OF TOTAL TOTA	•		•		2000	•	1			ļ	•		••	
AIRPLANE FLIGHT REPORT - OPERATIONS LEGISLE AND COMPANY TO STATE PLOGNED COMPANY THREE P	*				X X 3 X 4		_				NISSION:	3 3		_
AIRPLANE FLIGHT REPORT — OPERATIONS    CHECKED:   TRANSCRIEED:   TOTAL PLUGHT FLIGHT F													••	_
AIRPLANE FLIGHT REPORT — OPERATIONS CONTROL OF THE CAPACITY OF								7	100	14.4.0	raomi			
AIRPLANE FLIGHT REPORT — OPERATIONS LEGISLE AND CASE OF THE FLIGHT FINE TIME THE FLIGHT FINE T								- Par	Ø:				•	_
AIRPLANE FLIGHT REPORT - OPERATIONS CHECKED: TRANSCRIEED: TOTAL TOTAL CHECKED: CHECK								16. 10.	=		ğ			_
AIRPLANE FLIGHT REPORT - OPERATIONS CONSISTED OF THE PLIGHT FLIGHT FILIGHT FILIGHT FILIGHT FILIGHT FLIGHT FILIGHT FILI								Aset	9000				•	_
AIRPLANE FLIGHT REPORT - OPERATIONS CONNECT AND CONTROL TIME FLIGHT CONTROL TIME FINENT TIME											11018 81011	2 } 1 }		
AIRPLANE FLIGHT REPORT - OPERATIONS LEGISLE AND GALL THERED CHECKED:  AIRPLANE FLIGHT PEPORT - OPERATIONS CONNECT AND DOBUST TIME TIME										••			.	<del></del> +
	243 243			FLIGHT	1	PERATION	_ <del></del> _	CHECKED: LEGIBLE AND			il id	TOTAL FLIGHT TIME	9155	

# AIRPLANE FLIGHT REPORT - ENGINEERING

		SPECTION	STATU	e .	•	4			SERV		EDIATEL	T 8##0	RE TAE				
	DATE OF OR HOURS		INSP	ECTED TODAY			FU						IL				5.0
	DUE	-	<del> </del>	STATIO	<del></del>	STRVICE	/BALL	ONS)				1904				<u>.                                    </u>	RASIATOR
PREFLIGHT	<b>T-5-45</b>		<b></b> _	<u>.</u>		5	SERV.	TANKS	NO		NO.		SERV.		SERV.		
DAILY	7-5-15	X	P	<del> </del>		<u> </u>			ICED	TANKS	ICED.	TANKS	ICAD	TANKS		TAME	
25 HOURS	228:25		J	0.		167	1031	670	0.20	260	20	260	_100	340	_10	26	d
SO HOURS	363:35		1.	#		2×D									Y		
100 HOURS	423:35			•		3RD											
			i		•	4TH										1	
		<del></del>			<u> </u>	1										1	1
<u></u>	NSPECTION	OF AUXII	LARY E	THEMEIU		57H	STATUS	<del> '</del>							<u></u>	<u> </u>	
EGUIPMENT	SYMD		TED BY	<del></del>	TIOH	·	TODAY		XPLAN	ANTION	:I.O	_ 01	#20E	1-11	11/	C/X	
								•/	A.P.	T.	THE	_					
BOMBARDMEN.	<u>-                                     </u>	COL	<b>TOO</b> T	IO	·					•							
GUNNERY						•	· [	•. H	(2)_		_WII	<u> </u>	P_DA	KAGE	<b>2</b>		
CHEMICAL						1		L									
COMMUNICATI	ON8		TOS		)						PTION						
PHCTCGRAPHI				•			AND A	AN . E	KCEPTI	IUNAL	RELE	A SEE	MAS N	101 B	RED 6	HANT	T.D
NAVIGATION				•		1	BY AN	AUTHO	へのしてをし	TIAM C	ITENAI	WE OI	FFICER	. THE	FILOT	OF 1	HE
TATIOATION					<u> </u>	1		G B		_			13-P	1			
<del> </del>					7		RELEA FL	SED FO	ST.	1-	<b>A</b> ?		473	L 3			
·	l					<b>I</b>			-т	<u> </u>	1000		0.500	-4	ME SE		
GEMADUS.	A-CTO-M	PPMSS	<b>Und</b>	EL'EQU	IPRIENT	72 '7'	MICE	TLL	ַם.						ME RE		
CKE I''	パーセンド	11 11 11					- 10 -						1				
EKE LE C	A POI	11 11 20				~ ~				ENGIN	K   1	40. I	NO.		HO. B		HQ. 4
EREPLOS		<u> </u>								HOURI	-	HO. 1	NO.		HO. 9		HO. 4
RECREAGE.	OP PLA	LES (M			- FLENA					HOURS TO DAS	. 3	7425	но. 60	115	902	5 1	660 <u>1</u>
PRESCRISSI	OP PLAN	re (m		CHLON)	FLFT	72			•	HOURS TO DAT HOURS	3	2415 2415	HO.	•15	912 913	5 1 5	46. 4 66. 3 9. 1
RECREAGE PRES CRASS TIP IN MO	OP PLANE BE TO TO D-ATR	ra (m R lep Malla)	DAS DAS	MAR TO V.P.T.	FLFT	72			•	HOURS TO DAS	3	2415 2415 2415 2414	HO. 60	115	912 913 1913	5 1 5 0 1	6615 215 7612
PRESCRISSI	OP PLANE BE TO TO D-ATR	ra (m R lep Malla)	DAS DAS	MARE TO V.P.T.	FLENA LEPP. A.I WILL NOT	TE.	COLOR COLOR TRY	TIN		HOURE TO DAT HOURE TCOAT TOTAL	3	2425 213 314	No. 60	· 15	912 913 1913	5 1	6603 913 7613
RECREAGE PRES CRASS TIP IN MO	OP PLANE BE TO TO D-ATR	ra (m R lep Malla)	DAS DAS	MARE TO V.P.T.	- FLENA LEPP AT WILL BOT JOE L	TR LES PI	COMP OF A TR Y	TIN		HOURT TO DAT HOURT TODAY	3	2425 915 3414	5 9 5 70	· 15	912 913 1913	5 1	660 g 945 760 s
RECREAGE PRES CRASS	OP PLANE BE TO TO D-ATR	ra (m R lep Malla)	DAS DAS	MARE TO V.P.T.	FLENA LEPP. A.I WILL NOT	TR LES PI	COMP OF A TR Y	TIN		HOURT TO DAT HOURT TOTAL TOTAL OIL CHAN	3	PASSALA	5 9 5 70	170	912 915 1912	5 1	6619 911 7611
RECREAGE PRES CRASS TIP IN MO	OP PLANE BE TO TO D-ATR	ra (m R lep Malla)	DAS DAS	MARE TO V.P.T.	- FLENA LEPP AT WILL BOT JOE L	TR LES PI	COMP OF A TR Y	TIN	ē	HOURT TO DAT HOURT TOTAL TOTAL OIL CHAN	3	PASSALA HOUR TO BA	5 70	215 216 216	912 915 1912	5 1 5 2 2 3	6645 945 7645
RHORFACE PRESCRISSI TIP IN MO	OP PLANE BE TO TO D-ATR	ra (m R lep Malla)	DAS DAS	MARE TO V.P.T.	- FLENA LEPP AT WILL BOT JOE L	TR LES PI	COMP OF A TR Y	TIN	ē	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	115	912 915 1912	5 1	660 <u>91</u> 761
RECREAGE PRES CRASS TIP IN MO	OF PLANE TO TO DEATH OF MOST	LER (M. LEP)	E WI	MARE TO V.P.T.	- FLENA LEPP AT WILL BOT JOE L	TR LES PI	COMP OF A TR Y	TIN	ē	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	PASSALA HOUR TO BA	5 70	119	913 1913 1913	5 1 5 2 2 3	66.5 76.1
RICHTAGE PRESCRESSI TIP IN MI NORE RIGH	OF PLANE TO TO DEATH OF MOST	LER (M. LEP)	E WI	MARE TO V.P.T.	JOE R.	PI	COMP OF A TR Y	TIN	ē	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	115	913 1913 1913	\$ 1 0 1 4 1 5 7 1 5	6619 7613 7613
SHORTAGE PRESCRESSI TIP IN MI MORE RIGH	OF PLANE TO TO DEATH OF MOST	LER (M. LEP)	E WI	MARE TO V.P.T.	JOE R.	PI	COMP COMP COMP COMP COMP COMP	TIN		HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	115	913 1912 1912 32	415 915	5645 7645 7645 5
SHORTAGE PRESCRESSI TIP IN MI HORE SIGN	OF PLANE TO TO DEATH OF MOST	LER (M. LEP)	E D	THELOW)  AMAGE TO  V.P.T.  TH 2116.  /A/	JOS R. LOS IV.	PI PI	COMP COMP COMP COMP COMP COMP	178		HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	216	913 1912 1912 32	\$ 1 0 1 4 1 5 7 1 5	56.5 76.1 76.1
RHORTAGE PRESCRESSI TIP IN MI NORE RIGH	OF PLANE TO TO DEATH OF MOST	LER (M. LEP)	E WI	THE LOW)  IN AME TO  V.P.T.  IN 2116.  /A/.  DEATE  DEATE  REPAIR.	JOH H. JOH H. JOH H. LO. M. LO	92 7.43 97 97 97	COMP COMP COMP COMP COMP COMP	178		HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	2 15 2 15 2 16	913 1912 1912 32	415 915	5661 761: 761: 5
RICHTAGE PRESCRESSI TIP IN MI NORE RIGH	OF PLANE TO TO DEATH OF MOST	LER (M. LEP)	E WI	THE LOW)  IN AME TO  V.P.T.  IN 2116.  /A/.  DEATE  DEATE  REPAIR.	JOS R. LOS IV.	92 7.43 97 97 97	COMP COMP COMP COMP COMP COMP	178		HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	215	913 1912 1912 32	415 915	5645 7645 7645 5
SHORTAGE PRESCRESSI TIP IN MI MORE RIGH	OF PLANE TO TO DEATH OF MOST	LER (M. LEP)	E WI	THE LOW)  IN AME TO  V.P.T.  IN 2116.  /A/.  DEATE  DEATE  REPAIR.	JOH H. JOH H. JOH H. LO. M. LO	92 7.43 97 97 97	COMP COMP COMP COMP COMP COMP	178		HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	913 1912 1912 32	415 915	5645 7645 7645 5
SHORTAGE PRESCESSI FIP IN MI HOSE SIGN	OP PLANE TO TO TO THE T	LER (RO M. LEP: COLLIE: RE COPT	E E	THLOW)  MAME TO  V.P.T.  TH 2116.  /A/  DIAME  MAND N.  Reptain.	JOH H. JOH H. JOH H. LO. M. LO	92 7.43 97 97 97	COMPANIES NO.	SER 2	VIC	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	115	913 1912 1912 32	415 915	66+1 9+1 76+1 0 5
SHORTAGE PRESCRESSI TIP IN MI MORE RIGH	OP PLANE TO TO TO THE T	LER (RO M. LEP: COLLIE: RE COPT	E E	THLOW)  MAME TO  V.P.T.  TH 2116.  /A/  DIAME  MAND N.  Reptain.	JOH H. JOH H. JOH H. LO. M. LO	92 7.43 97 97 97	COMPANIES NO.	178	VIC	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	115	913 1912 1912 32	415 915	5645 7645 7645 5
SHORTAGE PRESCRESSI FIP IN MI HOSE SIGN	OP PLANE TO TO TO THE T	LER (RO M. LEP: COLLIE: RE COPT	E E	THLOW)  MAME TO  V.P.T.  TH 2116.  /A/  DIAME  MAND N.  Reptain.	JOH H. JOH H. JOH H. LO. M. LO	92 7.43 97 97 97	COMPANIES NO.	SER 2	VIC	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	115 125 125 126 126	913 1912 1912 32	415 915	66+1 9+1 76+1 0 5
SHORTAGE PRESCESSI FIP IN MI HOSE SIGN	OF PLANE TO THE TO THE TRUE TRUE TRUE TRUE TRUE TRUE TRUE TRU	LER (10 IR LEP) COLLER O.1  R. COPT	E WI	THE LOW)  IN AMER TO  I. P. T.  IX RIVE.  /A/  DIVATE NAME  APTR  APTR	JOH H. JOH H. JOH H. LON MATER ALP COM		COMPANIES NO.	SER 2	VIC	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TO BA	5 70	115 125 125 126 126	913 1912 1912 32	5 1 5 0 1 4 1 5 7 1 5 4 1 4	66+1 9+1 76+1 0 5
FREE CESSI PREE CESSI PIP IN MI NORE RIGH A CERTUP LORAN -	OP PLANE TO THE CO. TRUE	R COPE	E DE COMPANIE DE C	THE LOW)  IN AMER TO  I. P. T.  IX RIVE.  /A/  DIVATE NAME  APTR  APTR	JOH H. JOH H. LO YOU MAYER ALP COPY LOG OFFICE MED. GOT		COMPANIES NO.	SER 2 3 4	VIC	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	3	HOUSE TOTAL	5 70	/267	913 1912 1912 32	5 1 5 0 1 4 1 5 7 1 5 4 1 4	66+1 9+1 76+1 0 5
RECEASE PRESCESSE PRESCESS	OP PLANE TO THE CO. TRUE	R COPE	E DE COMPANIE DE C	THLOW) IMAGE TO V.P.T. TH RIVE. /A/. DIAME	JOH H. JOH H. LO YOU MAYER ALP COPY LOG OFFICE MED. GOT	TRANSPORT	COMPANIES WAR	SER 2 3 4	VIC	HOURI TO DAT HOURI TCDAY TOTAL OIL CHAN DUE UND CLE ING FU	BY:	HOUSE TOTAL	5 70	/267	913 1912 1912 32	5 1 5 0 1 4 1 5 7 1 5 4 1 4	66+1 9+1 76+1 0 5
RICREAGE PRES CESSIS FIP IN MI NOGE SIGN A CERTIF!  LORAN - 1 26 RACE 9	OP PLANE TO THE CO. TRUE	R GOPT	E DE COMPANIE DE C	TRLOW)  ANAME TO  V.P.T.  TR 2116.  /A/  PARE TO  RES LOAT  ONG. DATA	JOE E. JOE E. JOE E. AIP COM	TRACE OF THE PROPERTY OF THE P	COMPANIES WITH THE PARIES WAR TO THE PARIES WAR	SER 2 3 4	VIC	HOURT TO DAT TO TALL TALL	BY:	HOUSE TOTAL	5 70	/267	913 1912 1912 32	5 1 5 0 1 4 1 5 7 1 5 4 1 4	5661 761: 761: 5
PRESCRESSIFY IN MINISTRAL PROPERTY IN MINIST	OP PLANE TO	TER (10 IEP)  COLLIE  COLLIE  COPT  T=5=	E D D D D D D D D D D D D D D D D D D D	TRLOW)  ANAME TO  V.P.T.  TR 2116.  /A/  PARE TO  RES LOAT  ONG. DATA	JOE E. JOE E. JOE E. JOE E. AIR CONTONER COMPONER	TRACE OF THE PROPERTY OF THE P	COMPANIENT OF THE PARIENT OF THE PAR	SER 2 3 4	VIC	HOURT TO DAT TO DAT TO TAIL HOURT TO TAIL HO	BY:	HOUSE TOTAL	\$ 70 \$ 70	/267	9+2 -9+5 19+2 32 33	5 1 5 0 1 4 1 5 7 1 5 4 1 4	5661 761: 761: 5
PRESCRESSIFY IN MINISTRAL PROPERTY IN MINIST	OP PLANE TO THE CO. TRUE	TER (10 ILEP) COLLIES CONTRACTOR AIR FOR STATE OF THE CONTRACTOR C	E D D D D D D D D D D D D D D D D D D D	THLOW)  THAME TO  Y.P.T.  THE RIFE.  JAJ.  WANTE HE STORE  WATE HE STORE  WATER  WATER  WING  WING	LEPP AT THE LEPP A	THE PICE OF THE PI	COMPANIENT DATE	SER 2 3 4	VIC	HOURT TO DAT TO DAT TO	BY:	HOUSE TOTAL	\$ 70 \$ 70	ATA	9+2 -9+5 19+2 32 33	\$ 1 8	660; 91; 761; 55 5
PRESCRISSIFIED IN MINISTRAL PROPERTY IN MINI	OP PLANE TO	TER (10 ILEP) COLLIES CONTRACTOR AIR FOR STATE OF THE CONTRACTOR C	CONTACT COCK	THLOW)  THAME TO  Y.P.T.  THE RIFE.  JAJ.  WANTE HE STORE  WATE HE STORE  WATER  WATER  WING  WING	LEPT AT WILL BOT LES	THE PICE OF THE PI	COMPANIENT DATE	SER 2 3 4	VIC	HOURT TO DAT TO DAT TO	BY:	HOUSE TOTAL	\$ 90 \$ 90 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 1	ATA	9:3 19:2 - 32 - 33 - 33 - 465	\$ 1 8	660; 91; 761; 55 5
PRESCRISSING A GERTIPI  LORAN - 1  26 RACE (  OATE 7-5-	OP PLANE TO	7=5=	E D D D D D D D D D D D D D D D D D D D	THLOW)  THAME TO  Y.P.T.  THE RIFE.  JAJ.  WANTE HE STORE  WATE HE STORE  WATER  WATER  WING  WING	JOR R. JOR R. Let LT.  MATER  ALP COMPLETE  COMPONER  AIRCRAFT	SE TANK TO A SECOND TO A SECON	COMPANIES NO.	SER 2 3 4	VIC	HOURT TO DAT TO DAT TO DAT TO TALL MO.	BY:	HOUSE TOTAL	\$ 90 \$ 90 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 1	ATA  LINIAL P  LINIAL P	32 - 32 - 33 - 33 - 34 - 465	4 1 5 9 1 5 4 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6609 91 7603 55 5 743
PRESCRISSI PRESCRISSI PIP IN MI NORE RIGHT A GERTIPI LOBAR - 1 26 RACK (	OP PLANE TO THE T	7=5=	E D D D D D D D D D D D D D D D D D D D	THE LOW )  IN AME TO  V.P.T.  IN A ING.  JA/A  DIVARD N.  RES LOAD  ONG. DATA  THE  COMD. ON DEP  VINS  TYPE  V.M.	JOR R. JOR R. Let LT.  MATER  ALP COMPLETE  COMPONER  AIRCRAFT	PA LONG	COMPANIES NO.	SER 2 3 4	VIC	HOURY TO DAY TOTAL TOTAL CHAP TO THE MODEL CHAP TO THE THE MODEL CHAP TO THE MODEL CHAP TO THE MODEL CHAP TO THE MODEL C	BY:	915 34.14 HOUST TO DA TOTA	\$ 90 \$ 90 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 10 \$ 1	ATA  ATA  SEMIAL P	9:3 19:2 - 32 - 33 - 33 - 465	4 1 5 9 1 5 4 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	66+9 915 76+12 0 55 5 7AN

8 July 1945

PERSONAL ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING COLLISION OF AIRCRAFT # 42-94040 WITH AIRCRAFT # 42-94044

Took off from North Field at 10:48 to complete a Training Bombing mission against Chi chi Shima.

Reached assembly point and took my position an the lead element at 14:31 local time. Low element leader joined formation approximately 15 minutes later. Attempted to join K-64 in formation but had to hold a loose position until K-64 pulled in his trailing antenna. Then joined formation and departed assembly point at 15:07

Formation started a climb and low element leader dropped back from position. I dropped back and had much difficulty keeping up with him as he rejoined the lead element. The low element leader again dropped back and I held my position on the lead element as I was pulling maximum Manifold Pressure and R.P.M. and just holding my position. I realised if I dropped back with my element leader I could not have held my position and rejoined the lead element in time to make bomb run. During the climb my element leader pulled up to his position and dropped back several times and I expected to rejoin my position in his element on bomb run.

At approximately 15:36 I was directly behind and slightly lower than the left wing man on the lead element when the element went into a quick turn to the right and then back to the left and rolled out straight and level. I held my position during this thurns with some difficulty due to the suddeness of the turns but was in the same position in relations to the lead element as when turns had first been made.

The leader of the low element K-64 had not been in position when we went in to the first furn to the right and as we rolled back to the left and rolled out K-64 was coming toward my position in a bank to the right. After coming in for some time K-64 started a sharp bank to the left. As K-64 reached his maximum bank his right wing tip caught about one foot of my left wing tip and tore it off. K-64 continued in his bank and aborted from the formation.

I dropped back slightly and tested the aipplane for control and found it to be satisfactory to safely fly the aircraft in formation. I then moved is back up into formation and took my relative position on the lead element. In approximately 5 minutes leader opened his doors and I continued in formation until bombs away. After bombs away I attempted to contact leader of formation but failed on four attempts. Finally contacted Terrier 9 who in turn contacted leader and informed him I was aborting from the formation and requested a buddy ship to accompany me back home. Terrier 9 then took a

Statement (continued)

position of buddy ship and accompanied me home.

Returned to base and landed at 20:35.

Landing was accomplished without any difficulty from damaged wing.

JOSEPH B. BUCKLEY

1st It., A.C. 0-810465

Airplane Commander.

#### SIAIEMENI

8 July 1945

PERSUNAL ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING COLLISION OF AIRCRAFT # 42-94040 WITH AIRCRAFT # 42-94044

I was riding in Bombardier's position and was watching the #3 plane in the lead element at the time of the accident. Just prior to the accident the formation had made a quick turn to the right, then left, and finally leveled out. We were flying straight and level and had been in the altitude for approximately 30 seconds before we had the accident.

During the turns we held our position 40 feet undermeath and about 20 feet behind the #3 ship in the lead element, and were in approximately the same position when K-64 hit us. I did not see the accident, but felt the impact.

JOHN L. MILLER, 2nd Lt. A.C. 0788821 Bombardier.

8 July 1945

PERSONAL ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING CULLISION OF AIRCRAFT # 42-94040 WITH AIRCRAFT # 42-94044  $^{\circ}$ 

Accident was reported by left scanner at 1536, local time, approximately 100 miles north-east of Iwo-Jima, on course to I.P.

Did not see accident occur from navigator's position.

Aircraft P-48 took off from North Field at 10:48 local time. Reached Assembly point at 12:21. Left Assembly point at 15:07 with formation. After accident, continued to target, bombed, and returned to base, landing at 20:35.

Nowwell Yell Your HOWNED A. HAWTHORNE, 2nd Lt. A.C. 02081452 Navig tor.

#### SIAIRMENI

8 July 1945

PERSONAL ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING COLLISION OF AIRCRAFT # 42-94040 WITH AIRCRAFT # 42-94044

For quite some time planes K-64 and K-49 were flying at an 8 o'clock position about 200 to 300 yards from us. The started closing in and when I looked out again a second later, plane K-49 was peeling off to the left at an angle of 80°. Directly above him and on our left wing tip plane K-64 was peeling off to the left at a lesser angle.

I noted the damage to our plane and reported it to the airplance Commander.

Clyde L. Rose Sgt. 13083266 Left Gunner.

### · SIAIEMENI

8 July 1945

PERSONAL ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING COLLISION OF AIRCRAFT # 42-94040 WITH AIRCRAFT # 42-94044

In regard to the collision between P-48 and K-64, I was riding in the right paramers' seat of P-48 and as the accident involved the left wing of of the plane I was unable to see anything of the accident. We were approximately flying a straight and level course at the time of impact.

Samuel G. Athey,/ Sgt. 33822947 Right Gunner

635-1

8 July 1945

PERSONAE ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING CULLISION OF AIRCRAFT # 42-94040 WITH AIRCRAFT # 42-94044

We were in formation and I had noticed 2 ships peeling up at about 7 or 8 o'clock level. I looked out the right window to see how things were coming along, as I turned back facing 6 o'clock I saw a flash of sunlight on metal and saw a piece go by. Immediately I looked out at our left wing and saw it was slightly damaged and a ship was peeling away at about an 80° bank.

William B. Minor Jr.

Cpl. 35213#98 Tail Gunner. HEADQUARTERS
314TH BOMBARDMENT WING
APO 334, c/o Postmaster
San Francisco, California

360.33

15 July 1945

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General AAFPOA,

ATTN: Statistical Control Division. (Thru: Commanding General, XXI Bomber Command. AFO 234.

o/o Postmaster, San Francisco, California.)

In accordance with AAFPOx Regulation 15-14, AAF Form 14, Report of Major Accident, is approved and forwarded.

FOR THE COMMANDING GENERAL:

2 Incl. 1-AAF Form 14 (In quad) with attachments Incl. 2-AAF Form 14A (In quad)

DOLP E MUEHLEISEN Colonel, Air Corps Chief of Staff

AIOPN 360.33

lst Ind

HEADQUARTERS TWENTIETH AIR FORCE, APO 234, e/o Postmaster, San Francisco, California 20 JUL 1945

TO: Commanding General, United States Army Strategie Air Porces, ADMIN, APO 953, c/o Postmaster, San Francisco, California ATTENTION: Statistical Control Division

Porwarded in compliance with USASTAP Regulation 15-14.

FOR THE COMMANDING OBNERAL:

WILLIAM S. CLUETT

Kajor, Air Corps
Actg Ass't Adjutant General

1 Inel
AAF Form 14 w/attachments
(dup)