

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

Radio
43-425.5
1454

(1) Place AAB, Sioux City, Iowa (2) Date April 25 1943 (3) Time 2005
AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 42-30074 (6) Station Sioux City, Iowa
Organization: (7) 2nd Air Force (8) 38th Bomb (H) 51st Bomb (H)
2 BOM 38H BH 51H OTU

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	McMillin, Selden L. Maj.	P	0-346838	Major	1C-1	AC	2nd AF	None	No.
CP	Roberts, James R.	P	0-735113	2nd Lt.	1C-1	AC	2nd AF	None	No.
N	Warrilow, David P.	N	0-736919	2nd Lt.	1E-1	AC	2nd AF	None	No.
B	Farwell, Francis R.	B	0-735185	2nd Lt.	1E-1	AC	2nd AF	None	No.
E	Ausmus, Leon F.		38097896	S/Sgt.	1E-3	AAF	2nd AF	None	No.
AE	Bowen, Frank H.		34169468	S/Sgt.	1E-3	AAF	2nd AF	None	No.
JR	Jumper, George W.		35416700	S/Sgt.	1E-3	AAF	2nd AF	None	No.
AR	Billingsley, James R.		36068397	S/Sgt.	1E-3	AAF	2nd AF	None	No.
G	Daudelin, Eldore L.		11068163	S/Sgt.	1E-3	AAF	2nd AF	None	No.
AG	Lemmerman, Henry G.		32457061	S/Sgt.	1E-3	AAF	2nd AF	None	No.

PILOT CHARGED WITH ACCIDENT

(20) McMillin Selden L. (21) 0-346838 (22) Major (23) 1C-1 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 2nd Air Force (26) 38th Bomb (27) 51st Bomb (H) (28) Sioux City, Iowa
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) _____ (30) _____ (31) _____ (32) 7287
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 2-20-42 Present rating (35) P (36) 2-20-42 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
(38) This type 963:40 (42) Instrument time last 6 months _____
(39) This model 963:40 (43) Instrument time last 30 days _____
(40) Last 90 days 184:35 (44) Night time last 6 months _____
(41) Total 1231:50 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS			
(46) Aircraft				
(47) Engine(s)	M4	M4	M4	M4
(48) Propeller(s)	M4	M4	M4	M4

(50) Weather at the time of accident CAVU - 00

(51) Was the pilot flying on instruments at the time of accident _____
(52) Cleared from Salinas, Calif. (53) To Sioux City, Iowa (54) Kind of clearance _____

(55) Pilot's mission XC *62*

(56) Nature of accident Emergency crash landing

(57) Cause of accident Shaft on left landing gear motor broke.

100% Aircraft - Main landing gear
AC 54-111
06-34-22
CG 56-42
23-67-24

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

Radio
43-425-5
1454
April 25
MAY 1, 1943

(1) Place AAB, Sioux City, Iowa (2) Date MAY 1, 1943 (3) Time 2005
AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 12-30074 (6) Station Sioux City, Iowa
Organization: (7) 2nd Air Force (8) 38th Bomb (H) 51st Bomb (H)
2 BOM *38* *BH 5TH OTU*

DEPT	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	HEALTH TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	McMillin, Selden L. Maj.	P	0-346838	Major	1C-101	AC	2nd AF	None	No.
CP	Roberts, James R.	P	0-735113	2nd Lt.	1C-101	AC	2nd AF	None	No.
N	Harrilow, David P.	N	0-736919	2nd Lt.	1C-101	AC	2nd AF	None	No.
B	Farwell, Francis R.	B	0-735185	2nd Lt.	1C-101	AC	2nd AF	None	No.
E	Ausmus, Leon F.		38097896	S/Sgt.	1E-138	AAF	2nd AF	None	No.
AE	BOWEN, Frank H.		34169468	S/Sgt.	1E-138	AAF	2nd AF	None	No.
JR	Juniper, George W.		35116700	S/Sgt.	1E-138	AAF	2nd AF	None	No.
JR	Billingsley, James E.		36068397	S/Sgt.	1E-138	AAF	2nd AF	None	No.
Q	Daudelin, Eldore L.		11068163	S/Sgt.	1E-138	AAF	2nd AF	None	No.
HAC	Lennerman, Henry G.		32457061	S/Sgt.	1E-138	AAF	2nd AF	None	No.

PILOT CHARGED WITH ACCIDENT

(20) McMillin Selden L. (21) 0-346838 (22) Major (23) 1C-1 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
Assigned (25) 2nd Air Force (26) 38th Bomb (27) 51st Bomb (H) (28) Sioux City, Iowa
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) _____ (30) _____ (31) _____ (32) _____
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 2-20-42 Present rating (35) P (36) 2-20-42 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date) (Date)

PILOT'S HOURS:

(at the time of this accident)
(38) This type 963:40 (42) Instrument time last 6 months 6-17-43
(39) This model 963:40 (43) Instrument time last 30 days _____
(40) Last 90 days 184:35 (44) Night time last 6 months _____
(41) Total 1231:50 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	<u>M</u> <u>M</u> <u>M</u> <u>M</u>
(48) Propeller(s)	<u>M</u> <u>M</u> <u>M</u> <u>M</u>

(49) Weather at the time of accident CAVU 00

(51) Was the pilot flying on instruments at the time of accident 0
(52) Cleared from Salinas, Calif. (53) To Sioux City, Iowa (54) Kind of clearance 0

(55) Pilot's mission AC 62

(56) Nature of accident Emergency crash landing
AF 51-16 N
06-34-28

(57) Cause of accident Shaft on left landing gear motor broke
100% Aircraft - Main landing gear
CC 36-4-2
22-69-24

DESCRIPTION OF ACCIDENT

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

Upon entering the Traffic Pattern at Sioux City, after a XC flight from Salinas, California, the landing gear failed to extend after attempting to release it both mechanically and manually.

After consulting the Group Commander, Colonel Peaslee, who was in the control tower, it was decided to make a "wheels up" landing.

Pilot's statement and photographs are attached.

RECEIVED

1943 JUN 14 AM 11 03

HQ. A. F. F. DIR. FLYING SAFETY

RECEIVED
SAFETY DIVISION
MAY 15 1943



JUN 15 23 AM

Gordon J. Hankinson
Signature

GORDON J. HANKINSON,
1st Lt., AIR CORPS,
Ass't Operations Officer.

Date May 3, 1943.

Statement on Wheels Up Landing of B 17F Airplane 42-30074 on APRIL 25, 1943.

I, Major S.L. McMillin, was pilot of B17F42-30074.

Take off at Salinas, California, was made at 0645 for flight to Sioux City, Iowa, at which time wheels retracted in a normal manner with nothing to indicate any binding or malfunction of main landing gear retracting mechanism.

Upon arriving over Sioux City, Iowa, the landing gear switch was placed in the down position, and only the right gear came down. I instructed the engineer S/Sgt. Leon Ausmus to manually extend the left gear. After several attempts he informed me he was unable to manually extend the wheel. At this time I went back to the bomb bay and attempted to manually extend the wheel myself, but was unable to do so; the hand crank turning free in either direction indicating that at some place between the hand crank and the landing gear a pin had sheared or the mechanism had broken. All places along the linkages of the landing gear mechanism possible to check were checked by myself, the engineer, and two maintenance men who were aboard the plane.

The control tower was informed of the situation and Colonel Peaslee, the 384th Group Commanding Officer, and ground personnel of the group came to the control tower. I was informed to try shaking the gear down by sharp pull-outs from a dive; with the switch in the down position. This was done but with no success. Fuel was checked to determine if it was possible to fly to Dayton, Ohio, for a wheels up landing; but as the flight had been for over eleven hours, fuel supply was low and not enough in the tanks to fly more than three hours at the most and Dayton is approximately eight hundred (800) miles from Sioux City.

I made several passes over the field at low altitude to determine the best place to land, when it was decided to come in for a wheels up landing. As it was left up to myself to determine where to land, I decided to come in on runway #4, landing on the concrete instead of the dirt. All ammunition and movable equipment was placed against bulk heads to avoid the danger of it flying around in case the landing was rough, and the plane came to an abrupt stop. All personnel on board, except the pilot, co-pilot, were placed in the radio compartment, with all possible clothing, etc., used for padding to keep them from being cut, if they happened to be thrown around on the landing. Instructions were given that the plane would be cleared immediately upon stopping, with all hand fire extinguishers utilized in case of fire. All escape hatches, except the nose, and tail and main entrance door, were opened. Crash trucks and ambulances were placed at the most opportune point near the expected point of landing. The control tower was advised as to the exact time of landing. A normal approach to the field was made, full flaps were used with as slow an air speed possible above stalling. Lt. Roberts, the co-pilot, had been instructed in his duties, and on the signal from myself, cut the fuel shut-off switches, mixture controls, and ignition. A normal landing was made, the aircraft sliding straight down the runway for several hundred yards, and at the last minute veering sharply to the right, off the runway into the dirt. The plane was cleared immediately upon stopping. No personnel were hurt in any way from the landing or on clearing the plane. Only normally expected damage was done to the aircraft.

Selden L. McMillin
SELDEN L. McMILLIN,
Major, Air Corps,
384th Bombardment Group.

ENGINEERING
347TH SUB-DEPOT
ARMY AIR BASE
SIOUX CITY, IOWA

RCH/tg

April 28, 1943

SUBJECT: Damage Report on B-17F, A.A.F. Serial No. 42-30074.

TO: Operations Officer
Army Air Base
Sioux City, Iowa

1. The following is a list of damages on B-17F, A.A.F. Serial Number 42-30074. This airplane was damaged due to belly landing.

a. The following parts are reparable:

1. Right bomb bay door.
2. Skin on lower fuselage station 8 and 9.
3. #3 Nacelle.
4. Oil lines, vacuum line and oil separator brackets #3 Nacelle.
5. Right tire.
6. Left inner tube valve.
7. Wing fairing (upper) and fuselage on right side.
8. Dorsal fin - station 6A and 6C.
9. Hole in underside of left aileron.
10. Entrance door at Radio room.
11. Radio brackets and supports for 522 radio.
12. Skin loose at top of #2 Nacelle.
13. Left and right wing antenna loose.
14. Sheet metal cannot be repaired economically at this Station.

b. The following parts are replaceable:

1. Right and left flaps.
2. Directional antenna.
3. Whip antenna.
4. Ribs, bulkheads and stringers from station 5 to 7, underside.
5. Lower skin from station 5 to 7.
6. Station 6A and 6B.
7. Lower ball turret and fittings - also guns.
8. Lower antenna and trailing antenna.
9. Exhaust pipe expansion joint - #1 engine.
10. Floor and walk at lower turret.
11. Shaft on left landing gear motor.
12. #1, #2, #3, and #4 Propellers.
13. #1, #2, #3, and #4 engines - due to sudden stoppage.

c. Check for possible damage:

1. Landing gear.

J. K. Donnelly 2nd Lt. AC
RICHARD C. HARDING
1st Lt., Air Corps
Engineering Officer

HEADQUARTERS
FIFTEENTH BOMBARDMENT OPERATIONAL TRAINING WING
Office of the Commanding General
Army Air Base

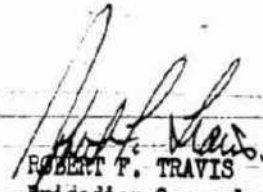
RFT/fb

Sioux City, Iowa
May 25, 1943

SUBJECT: Report on Major Accident.

TO : Commanding General, Second Bomber Command, Fort George Wright,
Washington.

1. I concur in the findings of the accident committee.


ROBERT F. TRAVIS
Brigadier General, U. S. A.
Commanding

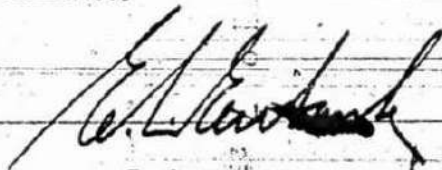
1st Ind.

HEADQUARTERS II BOMBER COMMAND, Fort George Wright, Washington, May 30, 1943.

TO: Commanding General, Second Air Force, Fort George Wright, Washington.

I concur in the findings of the accident committee.

JUN 2 1943


E. L. EUBANK,
Brigadier General, U.S. Army,
Commanding.

Incls: n/c

6-828

HEADQUARTERS
38TH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Operations Officer

Sioux City, Iowa,
May 3, 1943.

SUBJECT: Reporter on Major Accident.

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

Through Channels

1. On April 25, 1943, 2005 CWT, B-17F airplane No. 42-30074 belonging to the 514th Bombardment Squadron (H), 38th Bomb Group (H), made a wheels-up landing on runway #4 at Sioux City Army Air Base.

2. The accident occurred after the ship had departed from Salinas, California, Army Air Base, at 0645 PWT. At time of take-off, the landing gear retracted in normal manner.

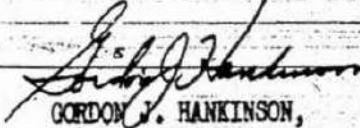
3. Only normal expected damage to airplane. Attached damage report covers repairable and replaceable parts.

4. An informal investigation was conducted and it was determined that shaft on left landing gear motor broke either on retraction or on attempted extension of gear.

5. No injury to personnel.

For the Group Commander:

3 Incls:
Incl 1 - Form 14
Incl 2 - Pilot's statement
Incl 3 - Photographs


GORDON J. HANKINSON,
1st Lt., Air Corps,
Operations Officer.

1st Ind.

BJP/hmc

HEADQUARTERS 384TH BOMBARDMENT GROUP(H), ARMY AIR FORCES, AAB,
Kearney, Nebraska, May 11, 1943. TO: Commanding Officer, 15th
Bomb Wing, Army Air Base, Sioux City, Iowa.

1. The undersigned was present in the control tower at
Sioux City Air Base conferring with Major General Johnson at the
time Major McMillin reported being unable to lower the landing
gear.

2. With the concurrence of General Johnson, the decision
was made to advise Major McMillin to land with wheels retracted.
The landing was accomplished without unusual incident. Excep-
tional cool-headed procedure was evidenced by all concerned and
minimum damage resulted.

Budd J. Peaslee
BUDD J. PEASLEE,
Colonel, Air Corps,
Commanding.

3 Incls: n/c

2nd Ind.

FIA/bb

Headquarters Fifteenth Bombardment Operational Training Wing, Army Air
Base, Sioux City, Iowa, May 13, 1943.

TO: Commanding Officer, 384th Bombardment Group (H), Army Air Base,
Kearney, Nebraska.

1. The attached report of an aircraft accident is incomplete. All
Group I accidents require an investigation by a duly appointed Aircraft
Accident Committee. Your attention is invited to A.A.F. Regulation number
62-14, dated May 26, 1942.

2. Complete attached accident report and forward same to Commanding
General, Second Air Force through Commanding General, Fifteenth Bombardment
Operational Training Wing.

By command of Brigadier General TRAVIS:

Dan E. Baker
DAN E. BAKER,
2nd Lt., Air Corps,
Adjutant.

3 Incls: n/c

3rd Ind

BJP/emb

HEADQUARTERS 384TH BOMBARDMENT (H) GROUP, Army Air Base, Kearney, Nebraska,
May 18, 1943.

TO: Commanding Officer, Army Air Base, Sioux City, Iowa.

1. Request accident report referred to in Par. 2 of 2nd Ind. be accomplished at your station as all records are at your disposal.

2. This group is under secret orders and members will not be available for the committee.



Budd J. Peaslee
BUDD J. PEASLEE,
Colonel, Air Corps,
Commanding.

4th Ind.

WCI:ml

HEADQUARTERS ARMY AIR BASE, Sioux City, Iowa, May 21, 1943.

TO: Commanding General, 15th Bombardment Operational Training
Wing, Army Air Base, Sioux City, Iowa. Attention: Lt.
Prehm.

Pursuant to telephone conversation of May 20, forwarded for
necessary action at your Headquarters.

For the Commanding Officer:



Robert C. Parton
ROBERT C. PARTON,
2nd Lt., Air Corps,
Adjutant.

Incls
n/c

6-824

5th Ind

RDP:fb

HQ 15th BOMBARDMENT OPERATIONAL TRAINING WING, AAB, Sioux City, Iowa,
May 25, 1943.

TO: Commanding General, Second Bomber Command, Fort George Wright,
Washington.

1.- Correct completion of this report impossible because of
factor stated in Par. 2, 3rd Ind.

For the Commanding General:



DAN E. BAKER

2nd Lt, Air Corps,
Adjutant.

Incls
n/c

6-528

537.5 N 2nd Ind.
HEADQUARTERS SECOND AIR FORCE, Fort George Wright, Washington, June 4, 1943.

To: Commanding General, Second Bomber Command, Fort George Wright, Washington.

1. Aircraft accident report is returned for supplemental and corrective action.
2. Pursuant to Army Air Forces Regulation 62-14, the Aircraft Accident Officer is required to prepare a report of damage. In connection therewith, the report should make reference to his appointment. The approval by the commanding officer should accompany the report.
3. Under the foregoing Regulation, the original report is sent direct to the Commanding General, Army Air Forces, Washington, D. C. and the duplicate is forwarded to the Commanding General of the 2nd Air Force.
4. It is required that this Headquarters be notified forthwith whether or not the original of this report was forwarded pursuant to paragraph 3.

By command of Major General JOHNSON:

Incls: n/c

John S. Lucas
JOHN S. LUCAS, JR.
2nd. Lieut., A. C. D.
Asst. Adjutant General

537.5 N 3rd Ind.
HEADQUARTERS II BOMBER COMMAND, Fort George Wright, Washington
June 5, 1943

To: Commanding General, 15th Bombardment Operational Training Wing, Army Air Base, Sioux City, Iowa.

For compliance with 2nd Ind.

For the Commanding General:

Gustav J. Neuberg
RECEIVED
JUN 10 1943
15th BOMBER WING
GUSTAV J. NEUBERG
Captain, J. A. C. D.
Adjutant General

537.5

N

4th Ind.

KDP/2b

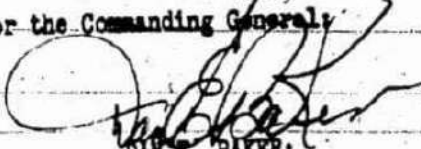
HEADQUARTERS FIFTEENTH BOMBARDMENT OPERATIONAL TRAINING WING, AAB, Sioux
City, Iowa, June 11, 1943.

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

1. Accompanying accident report concerns an aircraft of a group which has departed for overseas. This Headquarters has no record indicating that the Form 14 was forwarded as required, hence is submitting a copy of the accident report in the event that none was forwarded.

2. Certain annexes to the Form 14 are not available because all personnel concerned are overseas, however all facts are correct as stated and the accident was investigated by this Headquarters.

For the Commanding General


DAN S. BAKER,
2nd Lt., Air Corps,
Adjutant.

RFC

ARMY AIR FORCES

HEADQUARTERS FLIGHT CONTROL COMMAND

For Action AIU ✓
For Info. CS
For File MEH

WINSTON-SALEM, NORTH CAROLINA DATE MAY 16 1943

T. W. X.

TELEGRAM

RADIO

INCOMING
MESSAGE NO. WU2 LG GOVT WUX ARMY AIR BASE SIOUXCITY IOWA 115P

60 AFAPC

WN

MASTER COPY

15TH BW M 662 C PERIOD CITE GOVERNMENT OFFICIAL UX SEVEN TWENTY
FIVE DIAGONAL TWENTY FOUR DATED MAY FOURTEEN NINETEEN FORTY THREE
PD AAF FORM FOURTEEN AIRCRAFT ACCIDENT B DASH SEVENTEEN F PILOT
MAJOR SELDEN L MCMILLAN RETURNED TO CO THREE EIGHTY FOURTH BOMB GROUP
FOR CORRECTION PD END-

TRAVIS CO 15 BOMB WING.

43-4-25-5
43

13 May 1945

Flight Control Command

MAJOR KANT

Hq. Army Air Forces, Hissen Building, Winston-Salem, N. C.

OO AAS STOUTCITY IOWA

OPK/BA/ea

REQUEST MAY FROM FOURTEEN COUNCIL AIRCRAFT B DIVISION PILOT MAJ

SERGEANT L. McWILLIE APR TWO NINE BE FORWARDED THIS MESSAGE AND APODF

HARRIS CO AVAFG

OFFICIAL

6/14 5-57-4-67

MSG 17 ARL 234 APRIL 27/43

SIoux CITY AAB IOWA PRty 270015Z

AFACG WASHINGTON D C

384 BG P915E PERIOD

A 25 APRIL 1815CWT AAB SIoux CITY OXX IOWA B PILOT (SELDEN L MC MILLIN)

MAJOR AUS 2AF SIXXX SIoux CITY IOWA C LANDING GEAR FAILED TO EXTEND

LEFT LANDING GEAR WOULD NOT EXTEND AND A WHEELS UP LANDING WAS MADE

D NO INJURY TO PERSONNEL E TRAINING F CAUSE G 42-30074 D-17F

SIoux CITY IOWA H SIoux CITY IOWA I SURVEY J MATERIAL FAILURE

K LOCAL REPAIR L NONE

COL B J PEASLEE COBOMGR 384

RECD IN AAF MSG CENT 270157Z

RECD BY AFACG 270819 EWT

RELEASED TO TWX 270850 EWT

MASTER COPY

MH1032 EWT

43-4-25-5

43-4-25-5
0/4

TWX 4/1

17

SIoux CITY AAB IOWA PRY 270015Z

AFACG WASHINGTON DC

384 DG P915E PERIOD

A 25 APRIL 181504T AAB SIoux CITY IOWA B PILOT WILSON L MC MILLIN MAJOR AUS

2AF SIoux CITY IOWA C LANDING GEAR FAILED TO EXTEND LEFT LANDING GEAR WOULD

NOT EXTEND AND A WHEELS UP LANDING WAS MADE NO INJURY TO PERSONNEL E TRAINING

F CAVU G 42-30074 B-17F SIoux CITY IOWA H SIoux CITY IOWA I SURVEY J MATHEIA

FAILURE K LOCAL REPAIR L NONE

COL B J PEASLEE COBONCH 384

REC'D IN AAF MSG CENT 270157Z
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DISTRIBUTION

AFPM (Scops)
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AFDBS (Sc)
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DIR. OF SAFETY

APR 27 AM 8 19

13-4-25-5

RESTRICTED

VBT/EM/ej
26 Aug 1945

AFCDP

SUBJECT: Copies of Reports of Aircraft Accidents.

TO : Commanding General, Material Center,
Wright Field, Dayton, Ohio.

ATTENTION: Production Engineering Section, Bombardment Branch

Enclosed are copies of Reports of Aircraft Accidents. The accidents were due in part to material failure.

Major Selden L. McMillin, May 1, 1945
Captain John J. Quinn, March 4, 1945
1st Lt. William P. Postinson, April 23, 1945
1st Lt. Charles H. Engelhoff, Jr., April 8, 1945
1st Lt. George W. Hendershot, March 17, 1945
1st Lt. Edmund G. Smith, April 3, 1945
2nd Lt. John O. Boggs, March 5, 1945
2nd Lt. Edmund B. Wiglow, April 4, 1945
2nd Lt. Richard S. Washler, April 27, 1945
2nd Lt. Warren V. Barle, April 26, 1945

For the Commanding Officer:

10 Incls:

Incls. 1 - 10 - Copies of AAF Form 14
w/allied papers.

RESTRICTED

"RESTRICTED"

WPT/MK/ej
26 Aug 1943

AFMCP

SUBJECT: Copies of Reports of Aircraft Accidents.

TO : Commanding General, Air Service Command,
Patterson Field, Fairfield, Ohio.

Attention: Maintenance Division, Aircraft Section

Enclosed are copies of Reports of Aircraft Accidents. The accidents were due in part to material failure.

Major Selden L. McMillin, May 1, 1943
Captain John J. Quinn, March 6, 1943
1st Lt. William F. Perkinson, April 23, 1943
1st Lt. Charles H. Agulhoff, Jr., April 8, 1943
1st Lt. George V. Hendershot, March 17, 1943
1st Lt. Edward G. Smith, April 8, 1943
2nd Lt. John C. Segan, March 5, 1943
2nd Lt. Richard B. Moskier, April 25, 1943
2nd Lt. Warren V. Maple, April 26, 1943
2nd Lt. Edward E. Sigelow, April 4, 1943

For the Commanding Officer:

10 Incls:

Incls. 1 - 10 - Copies of AMF Forms 14
w/allied papers.

"RESTRICTED"

"RESTRICTED"

WBT/BN/cj
26 Aug 1943

AFCDP

SUBJECT: Summary Accident Reports.

TO : Commanding General, Army Air Forces,
Washington 25, D. C.

Attention: Asst C/AS, FOD, Supply and
Maintenance Branch

Enclosed are Summary Reports of Aircraft Accidents. The accidents
were due in part to material failure.

Major Selden L. McMillin, May 1, 1943
Captain John J. Quinn, March 6, 1943
1st Lt. William P. Perkinson, April 23, 1943
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1st Lt. George V. Hendershot, March 17, 1943
1st Lt. Edward C. Smith, April 3, 1943
2nd Lt. John C. Boggs, March 3, 1943
2nd Lt. Edward B. Sigelov, April 4, 1943
2nd Lt. Richard B. Mackler, April 23, 1943
2nd Lt. Warren V. Karlo, April 26, 1943

For the Commanding Officer:

10 Incls:

Incls. 1 - 10 - Summary Reports
w/attached papers.

"RESTRICTED"