

Accident No. 43-6-10-502

Date

Checked by Net 7-6-43

Analyzed by JMC 7-6-43

Copied for Wright
Field by _____

Notes Engine Wright field
attribution not determined
Power Plant undetermined

¹⁵
(Nature Group Found landing)

²³
(Specific Nature landing in water)

¹⁹
(Underlying Nature Engine failed)

¹⁶
(Cause Group 100% Power Plant failure)

⁶¹
(Specific Cause Undetermined)

⁵⁴
(Underlying Cause Undetermined)

SECRET

ACCIDENT No. _____

**"RESTRICTED" U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT**

43-6-10-500
Cablegram

x 56-401

(1) Place AFW 205, N.Y.C., NEW YORK (2) Date 6-10-43 (3) Time 5:00
 AIRCRAFT: (4) Type and model P-51 (5) A. F. No. 43-29943 (6) Station CG
 Organisation: (7) TSP Comd (8) PERSONNEL FRY Co (9) FRY Sq (10) 4999
(Command and Air Force) (Group) (Squadron)

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	ARM FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	Pilot, Robert J.		2-19943	1st Lt.	372	AC	Personnel	None	✓
02	Observer, Stanley R.		2-19943	P.O.		AC		None	✓
03	Engineer, James R.		2-19943	1st Lt.		AC		None	✓
04	Radio Operator, Robert (M)		2-19943	1st Lt.		AC		None	✓
05	Observer, Kenneth V.		2-19943	Sgt.	20	AC		None	✓
06	Engineer, James R.		2-19943	Sgt.	20	AC		None	✓
07	Radio Operator, Edward A.		2-19943	Sgt.	20	AC		None	✓
08	Observer, Douglas J.		2-19943	Sgt.	20	AC		None	✓
09	Observer, Clifford E.		2-19943	Sgt.	38	AC		None	✓
10	Observer, Harold L.		2-19943	Sgt.	38	AC		None	✓

PILOT CHARGED WITH ACCIDENT

(20) Robert J. (21) 2-19943 (22) 1st Lt. (23) AC (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) TSP (26) PERSONNEL (27) FRY (28) Personnel (29) 4999
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (30) Personnel (31) PERSONNEL (32) Personnel (33) 4999
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (34) P (35) Information unavailable at this station (36) Instrument rating (37) 7-1-43
(Rating) (Date) (Rating) (Date)

First Pilot Hours: Information unavailable at this station.
 (38) This type _____ (39) Instrument time last 6 months _____
 (40) This model _____ (41) Instrument time last 30 days _____
 (42) Last 90 days _____ (43) Night time last 6 months _____
 (44) Total _____ (45) Night time last 30 days _____
 (Total of 4-29-43)

AIRCRAFT DAMAGE

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

(49) Weather at the time of accident See enclosed weather folder.
 (50) Was the pilot flying on instruments at the time of accident NO
 (51) Cleared from 2-9999 (52) To 2-313 (53) Kind of clearance Contact 0
 (54) Pilot's mission ferrying replacement aircraft. 50
 (55) Nature of accident Engine failure - A landing necessitated by conditions beyond the control of the pilot.
 (56) Cause of accident ENGINE FAILURE Engine No. 1 and No. 2 Failed necessitating a forced landing in the woods.

CG-50-22
12-61-81

SECRET

SECRET
WAR DEPARTMENT

ACCIDENT NO. 43-6-10-500

**"RESTRICTED" U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT**

(1) Place APO # 865, N.Y.C., NEW YORK (2) Date 6-10-43 (3) Time 0020
AIRCRAFT: (4) Type and model B-17 (5) A. F. No. 42-30041 (6) Station 34
Organization: (7) T-3PCmd (8) 304th (9) 344th (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.	Hall, Kelmer J.		0-728648	1st Lt.	01	AC	Unknown	None	✓
CP	Summers, Bradley R.		2-298	P.O.	372	AC		None	✓
H	Crazy, James D.		0-728348	1st Lt.	01	AC		None	✓
B	Schindler, Herbert (MUI)		0-661664	1st Lt.	01	AC		None	✓
R	Harland, Kenneth W.		19033323	T/Sgt.	21 20	AC		None	✓
AE	Veber, Max R.		17067790	S/Sgt.	21 20	AC		None	✓
RO	Keathley, Edward R.		19053628	T/Sgt.	21 20	AC		None	✓
R	Dean, Volgate J.		11055383	S/Sgt.	21 20	AC		None	✓
G	Sardlin, Clifford R.		34266598	S/Sgt.	21 38	AC		None	✓
G	Hardin, Donald L.		39087900	S/Sgt.	22 38	AC		None	✓

PILOT CHARGED WITH ACCIDENT

(20) Hall Kelmer J. (21) 0-728648 (22) 1st Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) T-3PCmd (26) 304th (27) 344th (28) Unknown
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) T-3PCmd (30) 304th (31) 344th (32) Unknown
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 7 Present rating (35) P (36) 7 Instrument rating (37) fine
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident) **Information Unavailable at this Station.**
(38) This type (42) Instrument time last 6 months
(39) This model (43) Instrument time last 30 days
(40) Last 90 days (44) Night time last 6 months
(41) Total (45) Night time last 30 days

AIRCRAFT DAMAGE

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

(50) Weather at the time of accident See Enclosed Weather Folder

(51) Was the pilot flying on instruments at the time of accident UNKNOWN
(52) Cleared from 2494 (53) To 2312 (54) Kind of clearance Contact

(55) Pilot's mission Ferrying replacement Aircraft. 50

(56) Nature of accident Engine failure - A landing necessitated by conditions beyond the control of the Pilot.

(57) Cause of accident POWER PLANT Engine No. 1 and No. 2 Failed necessitating a forced landing in the ocean.

SECRET

RESTRICTED

DESCRIPTION OF ACCIDENT

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

B-17F A.C. Serial Number 42-30041 departed Gander at 1939 GMT on June 9, 1943, with Prestwick as its destination. At 2211 GMT word was received that this plane had turned back for Gander and was having trouble with two engines. At 0001 GMT June 10, 1943, an SOS was received, and nothing further was heard from this plane after 0005 GMT. Hence, it is estimated that the crash landing at sea was shortly after this time. Convoys at sea and aircraft on patrol were notified to be on lookout. Also six Anti-Sub aircraft were sent out to the area where the crash was believed to have taken place. At about 0900 GMT, June 10, 1943 word was received that entire crew had been rescued by a surface craft about 20 miles off Cape Fraels.

From talking to the crew and from their reports, it is believed that they should not have feathered their presumably faulty motors as soon as they did. The loss of oil from both #1 and #2 engines at about the same time is inexplicable. No intimation of high oil pressures or of high cylinder head temperatures is made. No definite cause for the failure of the engines can be given. However, since it was evident that a water landing would have to be made while using only two engines, it would have been advisable to have attempted to get help from other engines as long as they would run.

Responsibility for the accident cannot be justly placed upon the pilot; hence it must be contributed to engine failure.

Recommend that crew personnel be given all possible technical training on equipment they are to operate.



Signature

R. C. Hutchinson
 R. C. HUTCHINSON, Capt., AC.
Frank M. Taylor
 FRANK M. TAYLOR, Maj., AC.
John E. Saylor
 JOHN E. SAYLOR, Maj., AC.

Date

SECRET

STATEMENT

"RESTRICTED"

June 12, 1943.

Flying at fifteen thousand 400 miles off coast, with 29 inches and 2000 R.P.M. when No. 1 Manifold Pressure went down to about 23 inches. We thought that one of the super-charger regulators had frozen up so we started to try and loosen it up. Just then No. 2 engine started coughing and running very rough--this was evidently ice. We got No. 2 to running more smooth with a little heat but then oil started to come out of the top of the engine (evidently the breather) this engine was still running rough but not coughing so we went back to work on No. 1 engine super-charger regulator and heard it runaway. We pulled the super-charger off and found that none of these readings were being registered on the instruments. So we switched to the other inverter. The readings came back on the panel. We couldn't tell exactly how long this inverter had been out because the readings remained at their previous settings. No. 1 began to run rough in the meantime and was losing oil at about the same rate as No. 2 engine. In about fifteen minutes the oil pressure began to waver and go down so we feathered that engine. About fifteen minutes later the same happened to No. 2 engine.

We had trouble keeping the dead wing up so we transferred gas and salvaged all equipment and baggage. We still lost altitude.

We had Radio contact the whole time and gave our ETA for land fall at 0030 GMT, but we hit the water at 0020 GMT about ²⁰⁰⁰ off the coast. The landing wasn't too hard. Made it flat with full flaps and across the swells near some icebergs. It was just getting dark at the time. The fuselage was buckled at the ball turret. Pilot and co-pilot came out their windows and helped men out of the radio room which was filling up with water by the time we got through. Crew say they tossed out emergency radio but we never found it.

We were in the rubber boats all night and were picked up the next morning by J-Boat which we signaled with flares. Several airplanes were sighted that night but they evidently didn't see our flares.

One man had a gash on his head but otherwise everyone came out without any injuries.

Kelmer J. Hall
KELMER J. HALL,
1st Lt., AC,
Pilot.

SECRET

"RESTRICTED"

~~SECRET~~

STATEMENT

RESTRICTED June 12, 1943

On afternoon of June 9, 1943, we took off for England. Everything was working fine.

We were cruising at 15,000 M.S.L. and were about 400 miles out when the trouble started.

We were indicating 145M.P.H. with 2000 R.P.M. and 29' HG. The indicator showed a decrease in manifold pressure on engines one and two, so I tried to boost it with the turbor. This did not change the reading on the dials so I assumed that the regulator had congeled as the free air was -16°C. and I started working the controls back and forth to loosen them up and get fresh out in the regulators.

About the same time we got carburator ice in these same two engines, so I pulled the boost off and put the intercoolers hot. When we put the turbos back on we heard the props rev. up, but it did not show on the instruments, so we changed inverters and pulled off the turbos. The instruments had been out all this time and had caused us to overload these two engines. Both engines were still running rough and no. 1 was about to quit so we feathered it. We got #2 to running smoothly again, but it was loosing oil. We then unfeathered #1 and got it running again, but it still ran rough and lost oil.

In the mean-time we lost 2000', but we continued on course, thinking the oil might stop, after about 10 minutes, we turned around and headed back for Gander. In about 1/4 or 1/2 hour after we turned back the oil pressure on #1 began to waver and drop off so we feathered it. We still held altitude on the three engines. In about 20 or 30 minutes no. 2 oil pressure went down so it was feathered. We began to loose altitude.

With only the star-board engines we had to put so much trim in the ship that with the added drag we could not maintain air speed and altitude. We salvaged all the baggage from the bombays and threw everything that was loose overboard, except emergency equipment. We stopped the starboard engines up to about 45" hg. and 24 rpm--but still were loosing about 200'---400' per min at 115 to 120 mph. We almost stalled 3 times trying to stretch the glide. After we got down to about 2500', we gave our two engines all they would draw--full boost and low pitch in the hopes of holding that altitude until the engines blew up, but we still lost altitude.

We put all the crew, except pilot and co-pilot in the radio room and prepared for a crash landing in the water. We crashed between 2400

~~SECRET~~

RESTRICTED

"RESTRICTED"

~~SECRET~~
and 0030 G.M.T. (estimated). Our engines were holding out fine until they were feathered. We landed across the swells, into the wind as near as possible, ducking icebergs. The fuselage broke at the ball turret and the main section sank in about 30 seconds, the tail remained afloat about 3 minutes.

The radio operator was in contact with Gander. Told then, when we turned back, sent E.T.A., when we feathered no. 1 and no. 2 engines. He then sent SOS and locked key down about 3 minutes before crash.

Bradley B. Summers
BRADLEY B. SUMMERS,
Flight Officer, AC,
Co-pilot.

"RESTRICTED"

~~SECRET~~

SECRET

STATEMENT

"RESTRICTED"

June 12, 1943.

We were flying at 15,000 feet with 29" Hq and 2000 R.P.M. The first thing I noticed was the manifold pressure dropping on # 1 and 2 engines. At about the same moment the same two engines began to ice up. The heat was turned on immediately and the ice cleared up in the engines. I looked back at the manifold pressure and it was still falling off. I then discovered that our alternate inverter had burned out. The normal inverter was turned on immediately thereafter and the instruments resumed their correct operation. After the two engines were under control, I noticed oil coming out the breathers on both 1 and 2 engines. Both engines were running rough, but not enough to feather either engine. We flew on all four engines approximately 15 minutes. The oil continued to come out until finally the oil pressure began to drop on # 1 engine. It was feathered while there was still enough oil left to feather the prop. In approximately 15 minutes, we had to feather #2 for the same purpose. We turned around immediately when the trouble began and started back for Gander. There was nothing more for me to do, so I prepared for a water landing. I went back to the Radio room when the ship was approximately 100 feet above the water, to wait for the crash. It was only a few moments until she hit the water.

Kenneth W. Harland Jr.
KENNETH W. HARLAND JR.,
T/Sgt., AC,
Aerial Engineer.

"RESTRICTED"

SECRET

~~SECRET~~

10 June 0105

SUBJECT: Report of flight of B-17 #30041, bound for ~~PWK~~ ^{"RESTRICTED"} from QX, ending in forced landing on water (assumed).

All times shown are GMT.

09 1939

B-17 #30041 departed for PWK.

09 1953

Routine radio contact established with plane by FIG.

09 2211

Message received from plane stating: "Returning. Two engines may go out."

09 2348

Message received from plane stating: "Have feathered ---- 220 ----"

09 2359

Message received from plane stating: "Stand by for emergency calls".

10 0001

SOS received from plane.

FIG immediately asked for planes position, but received no answer from plane. Operator continued to send SOS, and to hold his key down. D/F Station at QX took a bearing on plane. (068° True)

10 0005

Plane last heard, still sending SOS.

At 0001, we attempted roughly to plot the planes' position, using dead reckoning and the bearing obtained by the D/F station (2nd class at 10 0003). The position we obtained was passed to RAF Flying Control at QX, who transmitted to a convoy believed to be in that vicinity (53 30N - 96 20W)

This emergency procedure occurred at the same time we were attempting to advise the other B-17's and B-24's to return to QX account PWK weather forecast.

Necessary personnel on the field were notified as quickly as possible on all developments.

Approximate position of plane was later revised to 50 19N - 50 09W, and RAF Flying Control notified.

-1-

~~SECRET~~

"RESTRICTED"

~~SECRET~~

A search was instituted by US and Canadian planes, in addition to the
convoy previously mentioned.

Nothing further has been heard of the plane, as of 10 0125.

FRANK M. TAYLOR
Major, Air Corps,
Joint Control Officer.

-2-

~~SECRET~~

"RESTRICTED"

CONTROL OFFICE
AIR TRANSPORT COMMAND
APO # 865, N.Y.C.

June 13, 1943

SUBJECT: Physical examination of crew members in airplane accident.

TO: Commanding Officer, Station Hospital, APO #865, New York, N.Y.

1. Request that an examination be made for possible injuries obtained during a crash landing at sea of the following officers and enlisted men:

1st. Lt. K. J. Hall
F/O P. Summer
1st. Lt. J. D. Crary
1st. Lt. H. Schindler
T/Sgt. K. Harland
T/Sgt. Keathley
S/Sgt. D. Harden
S/Sgt. M. Vober
S/Sgt. H. Dean
S/Sgt. Spradlin

2. For our report it will be necessary to have a certificate from the Surgeon as to the condition of each crew member. Request this be accomplished and forwarded to this office.

R. C. HUTCHINSON,
Lt. Col., Air Corps,
Control Officer.

1st. Ind. RRB/wpe
Office of the Flight Surgeon, 310th Station Hospital, USAAB, APO 865, c/o
Postmaster, NYC. June 14, 1943.

TO: Control Office, Air Transport Command, APO 865, c/o Postmaster, NYC.

1. Par. 1, basic comm. complied with. The following named officer and enlisted man are not physically fit for duties involving flying due to the conditions listed after their names:

1st Lt. Herbert Schindler, laceration of scalp, mod. severe.
S/Sgt. Donald L. Harden, observation for psychoneurosis, post-traumatic. Contusions and abrasions, left leg.

2. The remaining officers and enlisted men listed in basic comm. have been examined and found physically fit for duties involving flying, per certificate inclosed.

OFFICE OF THE FLIGHT SURGEON
310th STATION HOSPITAL
U. S. ARMY AIR BASE, APO 865
C/O POSTMASTER, NYC

HRB/wpc

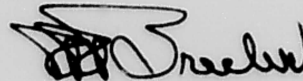
14 June, 1943.

C E R T I F I C A T E

This is to certify that the following named officers and enlisted men have been examined following aircraft accident of 9 June, 1943 and have been found physically fit for duties involving flying:

Kelmer J. Hall	1st Lieut.	AUS
Bradley B. Summers	Fl. Off.	AUS
James D. Crary	1st Lieut.	AUS
Kenneth W. Harland	T/Sgt.	RA
Edward R. Keathley	T/Sgt.	RA
Holgates J. Dean	S/Sgt.	AUS
Clifford W. Spradlin	S/Sgt.	AUS
Max B. Yeber	S/Sgt.	AUS

For the Senior Flight Surgeon:



R. R. BRRESLER
Captain, Medical Corps,
Acting Flight Surgeon.

"RESTRICTED"

WORK SHEET

GROUP <u>304</u>	SQUADRON <u>544</u>
AIRPLANE TYPE <u>B-177</u>	A.C. SERIAL NO. <u>4290041</u> DATE <u>9-24-43</u>
PILOT <u>Lt. K. J. Hall</u>	grade _____ TOTAL AIRPLANE HOURS <u>111 hrs.</u>
ENGR. <u>1/Sgt. E. Herland</u>	DATE LAST INSPECTION <u>May 20, 1943</u>
RAD. OP <u>1/Sgt. Beathley</u>	HRS. LAST INSPECTION <u>97</u>
GUARD <u>2/Sgt Weber</u>	HRS. SINCE LAST INSP. <u>14</u>

RADIO MAINTENANCE REQUIRED

COMMAND EQUIPMENT

LIAISON

COMPASS, RADIO

BAND A

VHF **----- Check**

BAND B

MARKER BEACON

ABSOLUTE ALTIMETER

IFF

ANTENNAE

OTHER MAINTENANCE

AIRPLANE MAINTENANCE REQUIRED

ENGINES **#1 oil temp - Regulator**

CONTROLS

INSTRUMENTS

ELECTRICAL SYSTEM

HYDRAULIC SYSTEM

HEATERS **Fix heater on #2 engine Glyco, Pump**

ARMAMENT

OXYGEN SYSTEM

STRUCTURE

LANDING GEAR

ACCESSORY EQUIPMENT

OTHER MAINTENANCE

free air (bomb.) complete out.

"RESTRICTED"

WORK SHEET

TYPE B-17 A.F.S.N. 42-30541 DATE 7/21/43
 PILOT _____ TOTAL AIRPLANE TIME _____
 ENG. HALL, E. L. TIME LAST INSPECTION 11100
 CREW Harland, L. HRS. SINCE LAST INSP. 7700
 RAD. OP. _____ DATE LAST INSPECTION 1100
7/21/43
 NAMES - MAINTENANCE CREW

LIST - WORK ITEMS REQUESTED

Engines - #1 oil temp - regulator

Engines - Fix heater on #2 engine - 11500 temp - O.K.

Change #3 Engine

Change Supercharger regulator.

Eng. No. 3 Eng. synchronized - Verdun

Two new oil coolers installed on

no. 2 & no. 4 engines. Slaga, Rosenberg, Strong, Cocharan & Van Hoose

OK to go

A TRUE EXTRACT COPY

"RESTRICTED"

APPROVED: Hangar or Crew Chief or Inspector. _____

NORTH ATLANTIC WING
 AIR TRANSPORT COMMAND
 ATLANTIC FLIGHT PLAN

~~SECRET~~

~~CARRIER~~ TO ~~PRESTIGE~~

ALPHABET NO. 42-90041 TYPE D-177 DATE JUNE 9-10
 PILOT HALL CO-PILOT SIBBERS NAV. CRABY R.O. FRASER
 DEPARTED 1936 G.M.T. ARRIVED 0623 G.M.T. TOTAL FLYING TIME 10:47

ZONE	0000E	0100E	0200E	0300E	0400E	0500E	0600E	0700E	0800E	0900E	DEST.
LONG. W.	80-55	85-20	90-45	45-40	40-35	35-30	30-25	25-20	20-15	15-08	08-
PRESSURE											
HEIGHT		3	13	13	13	13	13	9	9	9	9
TEMP. AT		+1	-15	-13	-13	-13	-10	-4	-2	-2	+1
HEIGHT											
S		135	150	150	150	150	150	150	150	150	150
S		117	131	131	131	131	131	131	131	131	131
T.A.S.											
K		121	159	159	159	159	160	150	150	151	151
WIND		310	300	300	280	260	270	230	230	230	240
		23	25	25	32	38	38	35	35	30	25
TRUE C.		65	65	73	72	81	81	89	89	96	62
DRIFT		-10	-7	-6	-5	0	+5	+8	+8	+8	+2
TRUE H.		55	57 1/2	67	6	81	86	97	97	104	64
VAR.		+31	+32	+31	+30	+23	+26	+24	+21	+17	+14
MAG. H.		86	89 1/2	98	94	109	112	111	108	121	78
DEV.		+1 1/2	+1 1/2	+1 1/2	+2 1/2	+1 1/2	+1 1/2	+1 1/2	+1 1/2	+1 1/2	+1 1/2
COM. H.		87 1/2	91	99 1/2	99 1/2	110 1/2	113 1/2	112 1/2	109 1/2	122 1/2	79
S											
K		130	173	178	187	197	194	176	176	171	176
S											
K		196	210	194	187	179	177	173	172	240	138
INTERVAL		1:31	1:13	1:05	1:05	1:00	0:54	0:55	0:49	0:59	0:47
TIME TO		21:07	22:20	23:25	24:25	01:19	02:14	03:13	04:12	05:36	06:23
S.L.PRES											
S.L.TEMP											

~~SECRET~~

TOTAL ESTIMATED TIME TO:
 Destination 10:47 Altitude (1) Stornoway (2) Valley
 ESTIMATED FUEL CONSUMPTION
 TOTAL FUEL ON BOARD: 2700 EST. GALS. TO BE USED: 2200 REMAINING USABLE MINUS 1 HOUR RESERVE: 500
 SIGNATURES
 PILOT Name: KELMER J. HALL Rank: 1ST LT., MC.
 NAV. Name: JAMES D. CRABY Rank: ---

2700 THIS IS A TRUE EXTRACT COPY. "RESTRICTED"

AIRCRAFT CLEARANCE

~~SECRET~~

Operations Office _____ Date 6-9-43

From GANDER to FROSTWICK Via DEBRYNAGRESS ETO 06:06

Altitude 13,000 Airspeed 150 Alternate Airport VALLEY

Aircraft Type B-17 Serial No. 230041 Group 984 Squadron 344

Transmitting Frequency 4300 KC 6700 KC 4220 KC 6440 KC _____ KC

Code Name AUNUM - Y Call Sign HALI

Gallons of Fuel Aboard 2700 Hours Fuel 13:18 Estimated Time Enroute 10:47

Maximum Allowable Gross Weight, lbs. 62,000 Gross Weight At Take-Off, lbs. 62,000

Name and Rank of Crew and Passengers _____ 15 _____

1 LT. E.J. HALL PILOT _____ 16 _____

2 F.O. SUMNER B. CO-PILOT _____ 17 _____

3 LT J.D. CRAVE _____ 18 _____

4 LT. H. SCHMIDLER _____ 19 _____

5 T/SGT K. WARLAND _____ 20 _____

6 T/SGT DEATHLEY _____ 21 _____

7 S/SGT HARDEN _____ 22 _____

8 S/SGT M. VRIER _____ 23 _____

9 S/SGT DEAN H. _____ 24 _____

10 S/SGT SPRADLIN _____ 25 _____

11 _____ 26 _____

12 _____ 27 _____

13 _____ 28 _____

14 _____ 29 _____

A TRUE EXTRACT COPY

Author Code: Place No. _____ Place No. _____ Author Order 102

Author _____
Contact Instrument

Operator's Signature _____

This is to certify that the Pilot, Co-Pilot, Navigator and Radio Operator have been properly briefed and have all the necessary route folders, maps, codes, and identification signals for the flight. I further certify that I do (do not) hold an Instrument Rating.

Challenge Code "I" Codes _____ Verification Code _____ Syko Cards _____

Instrument Rating: _____ Commercial _____
Command Pilot
Senior Pilot
Pilot

Instrument Clearance "RESTRICTED"

Instrument Clearance
R. C. HUTCHINSON _____
E. J. HALL _____
Signature of Pilot

~~SECRET~~

HEADQUARTERS, NORTH ATLANTIC WING
AIR TRANSPORT COMMAND
PRESQUE ISLE, MAINE

NAW/OPS/TLB/mr
25 June 1943

SUBJECT: Transmittal of WD AAF Form No. 14.

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

Transmitted herewith is WD AAF Form No. 14, "Report of Aircraft Accident" on B-17F No. 42-30041, which made a crash landing at sea on 10 June 1943, together with allied papers.

For the Commanding General:

T. L. Boyd
T. L. BOYD,
Lt. Colonel, Air Corps,
Chief, Operations Division.

✓
10 Inclosures

- #1 - WD AAF Form No. 14
- #2 - cy Aircraft Clearance
- #3 - Report of flight
- #4 - Medical certificate
- #5 - cy Atlantic Flight Plan
- #6 - cy Work Sheet
- #7 - " " "
- #8 - Statement of Pilot
- #9 - " " Co-Pilot
- #10 - " " Engineer

"RESTRICTED"

JUN 29 1943

OCR-RFC

110097 (15)

R7 + B-4536