

Accident No. 15-12-27522

Date

Checked by DM

2-10-15

Analyzed by _____

Copied for Wright

Field by

No Copy -

Notes

GIL Mac Satch

ENCLOSURE

SECRET

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place 7 MILES SOUTH OF AAF STATION A-59 (2) Date 27 December 1944 (3) Time 1530
AIRCRAFT: (4) Type and model B-26G10 (5) A. F. No. 43-34126 (6) Station AAF Station A-59
Organization: (7) 9TH BD - NINTH AF (8) 344th (9) 495th Bomb Squadron (M) AAF
(Command and Air Force) (Group) (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	FLEMING, LAMAR, III	P	0-686456	1st Lt.	18	AC	NINTH AF	Fatal	No
CP	GOUGE, CARL A.	P	0-815125	1st Lt.	18	AC	NINTH AF	Minor	S
B	CARLSON, NORMAN D.	B	0-760155	1st Lt.	18	AC	NINTH AF	Fatal	U
EG	CHEVALIER, JOHN A.	EG	32397099	T/Sgt.	20	AC	NINTH AF	Minor	S
RG	MC NULTY, ARTHUR J.	RG	31240508	T/Sgt.	20	AC	NINTH AF	Fatal	U
AG	FARLEY, ROBERT E.	AG	19059919	S/Sgt.	20	AC	NINTH AF	Minor	S

(20) FLEMING LAMAR III (21) 0-686456 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9TH BD - NINTH AF (26) 344th (27) 495th Bomb Squadron (28) AAF Station A-59
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 9TH BD - NINTH AF (30) 344th (31) 495th Bomb Squadron (32) AAF Station A-59
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 29/7/43 Present rating (35) P (36) 29/7/43 Instrument rating (37) 23/11/43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 456:55 (42) Instrument time last 6 months 2:00
(39) This model 51:20 (43) Instrument time last 30 days 2:00
(40) Last 90 days 78:00 (44) Night time last 6 months
(41) Total 862:40 (45) Night time last 30 days

AIRCRAFT DAMAGE

(46) LIST OF DAMAGED PARTS

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

(50) Weather at the time of accident Visibility 400-600 yards, ceiling unlimited, winds calm, thick ground haze.

(51) Was the pilot flying on instruments at the time of accident Yes
(52) Cleared from AAF Station A-59 (53) To AAF Station A-59 (54) Kind of clearance Combat
(55) Pilot's mission Combat
(56) Nature of accident Crashed into side of high ridge.
(57) Cause of accident 100% Weather.

(58) Had Form 54 been submitted? No

SECRET

DESCRIPTION OF ACCIDENT

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

Lt. Fleming and crew took off on a Combat sortie to Germany, flying B-26 Number 43-34426 in the #4 position of the low flight of the first box. To stay in formation along the entire route, it was necessary to maintain extremely high manifold pressure and RPM setting. However, on the return route, Lt. Fleming was bringing home two 1000 pound bombs which were in the ship due to a rack malfunction. It is felt that the extra bomb load was largely responsible for the high setting Lt. Fleming had to use for the return.

Upon reaching the base, the weather became increasingly bad due to a thick haze layer which extended to 2000 feet. Since Lt. Fleming was in the third flight it was necessary for him to make two 360 degree circles of base before starting instrument landing procedure. While aircraft was circling, Lt. Gouge, the co-pilot, checked the main gas gauges. These gauges registered 30 gallons for left tank and 330 gallons for right tank. As a further check, he checked the gauges in the bomb bay which were in accord with main gauges. However, gauges on right tank were inoperative. After Lt. Gouge returned to his position, the left engine cut out. Lt. Fleming and Gouge feathered engine and performed regular single engine procedure. At this time their altitude was about 1800 feet. The aircraft was unable to maintain altitude with 47" manifold and 2500 RPM on right engine and was losing altitude at the rate of 1000 feet per minute.

The pilot ordered the crew to bail out. The entire crew bailed out except Lt. Fleming. Their altitude at time of bailing out was approximately 300 to 500 feet above the ground. The bombardier's and radio operator's chutes failed to open. Immediately after last man bailed out, the ship crashed into a ridge.

It is the opinion of this board that the responsibility of this accident is due 100% to weather. If weather had been good, Lt. Fleming would have landed without trouble. Also it is felt, that if the weather had been better, their bombs would have been salvaged and a single engine landing would have been made.

No recommendations.

(19) Cont'd.

It is the opinion of this board that Lt. Carlson's parachute did not open because the clamps which hold the parachute risers in place against the wearer's chest were loose when Lt. Carlson jumped, allowing the parachute pack and risers to become disengaged from the clamps before Lt. Carlson had a chance to pull the release handle.

Technical Sergeant Mc Nulty's parachute was open when he hit the ground. The board forms no opinion as to why T/Sgt. Mc Nulty's jump was unsuccessful.



Signature

Lucus D. Clay, Jr.
LUCIUS D. CLAY, Jr., Major, Air Corps.
Emmanuel Schifani
EMMANUEL SCHIFANI, Major, Air Corps.
Richard W. Maffey
RICHARD W. MAFFEY, Major, Air Corps.
Robert E. Wilson
ROBERT E. WILSON, Capt., Air Corps.

Date 2 January 1945

SECRET

By Authority of
The Commanding Officer
344th Bomb Gp (M)

495TH BOMBARDMENT SQUADRON (M) AAF
344TH BOMBARDMENT GROUP (M) AAF

AFPO 140, U. S. Army
30 December 1944. *Initials*

STATEMENT OF: First Lieutenant CARL A. GOUGE, O 815 125

RE : Crash Landing of B-26 Aircraft Y5-Y, 43-34426, on 26 December 1944,
at AAF Station A-59.

We started engines at 1200 and took off in the position of #4 plane in the low flight of the second box. Our bomb load was four 1000 pound bombs. Our join up in formation was normal and all precautions of saving gas were used by changing to auto-lean. The target was the railroad bridge at Ahrweiler, Germany and there was no flak encountered. We proceeded out on course. The average manifold pressure was about 38" or 40" and the RPM at 2350, we had to hold these settings to fly a decent formation. After our altitude was gained the power settings were drawn back to about 35" and 2300 RPM. When we reached the bomb run and opened the bomb bays, we had to jam everything forward to stay in position, the run was made at the speed of 205 or 210 mph. I know this because I commented on the fact on the run itself. When the bombs were dropped, two of our 1000 pound bombs hung in the right side of the bomb bay, with the top bomb falling on the bottom bomb. After we had cleared enemy territory the bombs were de-fused and bomb hoist cables attached to the top bomb to release the strain on the bottom bomb shackle. When we had turned off the bomb run I said to the engineer that we are going to run short of gas for at that time we had very little over 100 gallons in the left tank. On the way home it was the same thing 2300 RPM and 35" to keep in position. Our speed was between 230 and 240 mph, and then we were told that we were going to descend by flights through the haze. We were due at the field at 1526 and were on time. We let down to about 1600' indicated and were flying normal pattern. We had already made two 360° turns around the field and were flying 130° heading starting into the right turn. I had just returned to my seat after checking the gas tank gauges in the bomb bays to be sure that our gauges in the cockpit were right and they both checked identically, left tank showed 30 gallons and right tank showed 330, but the gauges were inactive on the right tank. As we started into the right turn our left engine cut out, so the pilot and I went through the regular single engine procedure. The haze was so bad that we couldn't see the ground and we were losing 1000' per minute, according to the indicator, with 47" of manifold and 2500 RPM. At this time the pilot ordered the crew to bail out. The bomb bays were open when I looked back and the boys had already started jumping. (Staff Sergeant Farley and Technical Sergeant Mc Nulty jumped out of the waist window. Lieutenant CARLSON and Technical Sergeant Chavelier jumped out through the bomb bays). I sat there helping the pilot all I could 'till he told me to get the hell out, so I hurried back and jumped.

Carl A. Gouge
CARL A. GOUGE,
1st Lt., Air Corps.

Sworn and subscribed before me this
30th day of December 1944.

Kenneth H. Welken
KENNETH H. WELKEN,
1st Lt., Air Corps,
Adjutant.

SECRET

SECRET

STATION WEATHER OFFICE
DET. "QQ", 21ST WEATHER SQ.
AIR STRIP A-59, U.S. ARMY

T-F-28

APO 696, U.S. ARMY
30 DECEMBER 1944

SUBJECT: REPORT ON AIRCRAFT ACCIDENT, IN VICINITY OF AAF
STA. A-59, 27 DEC. 1944, AT 1535 HRS., 8-26,
PILOT, FLEMING, LAMAR III, 1ST LT., O-636450,
CO-PILOT, GOUGE, CARL A. 1ST LT., O-915125.

TO : ACCIDENT BOARD, AAF STATION A-59.

1. ACCIDENT OCCURED ON RETURN FROM MISSION. WEATHER
FORECAST WAS RECEIVED BY TELETYPE FROM 9TH BOMBARDMENT DIV.
AND BRIEFED TO CREWS BY STAFF WEATHER OFFICER.

2. FORECAST FOR BASE CONDITIONS AT RETURN WAS AS FOLLOWS:
CEILING UNLIMITED, VISIBILITY 1-2 MILES, HAZARDS TO FLYING-
POOR VISIBILITY AT BASES WITH MODERATE HAZE TO 2,500 FEET AND
LIGHT TO MODERATE HAZE TO 4,000 FEET AND LIGHT HAZE ABOVE.

3. WEATHER CONDITIONS AT RETURN WERE, CEILING UNLIMITED,
VISIBILITY 4-800 YARDS, WIND CALM. VISIBILITY VERY POOR AT
SURFACE DUE TO HAZE AND REFLECTION OF SUNLIGHT FROM HAZE.

4. PLANES TOOK OFF AT 1200 HOURS AND RETURNED 1515 HOURS.
PLANES WERE ADVISED TO DIVERT BY 9TH BOMBARDMENT DIVISION. DUE
TO LACK OF FUEL, PLANES WERE ADVISED BY STAFF WEATHER OFFICER
TO DIVERT TO A-58, THE CLOSEST AIR FIELD WITH SUFFICIENT VISI-
BILITY. LACK OF GASOLINE MADE IT IMPOSSIBLE FOR PLANE TO REACH
DIVERSION STATION.

5. WEATHER REPORTED AT DIVERSION STATION AT 1530 HOURS:
CEILING UNLIMITED, VISIBILITY 1 1/2 - 2 1/2 MILES.

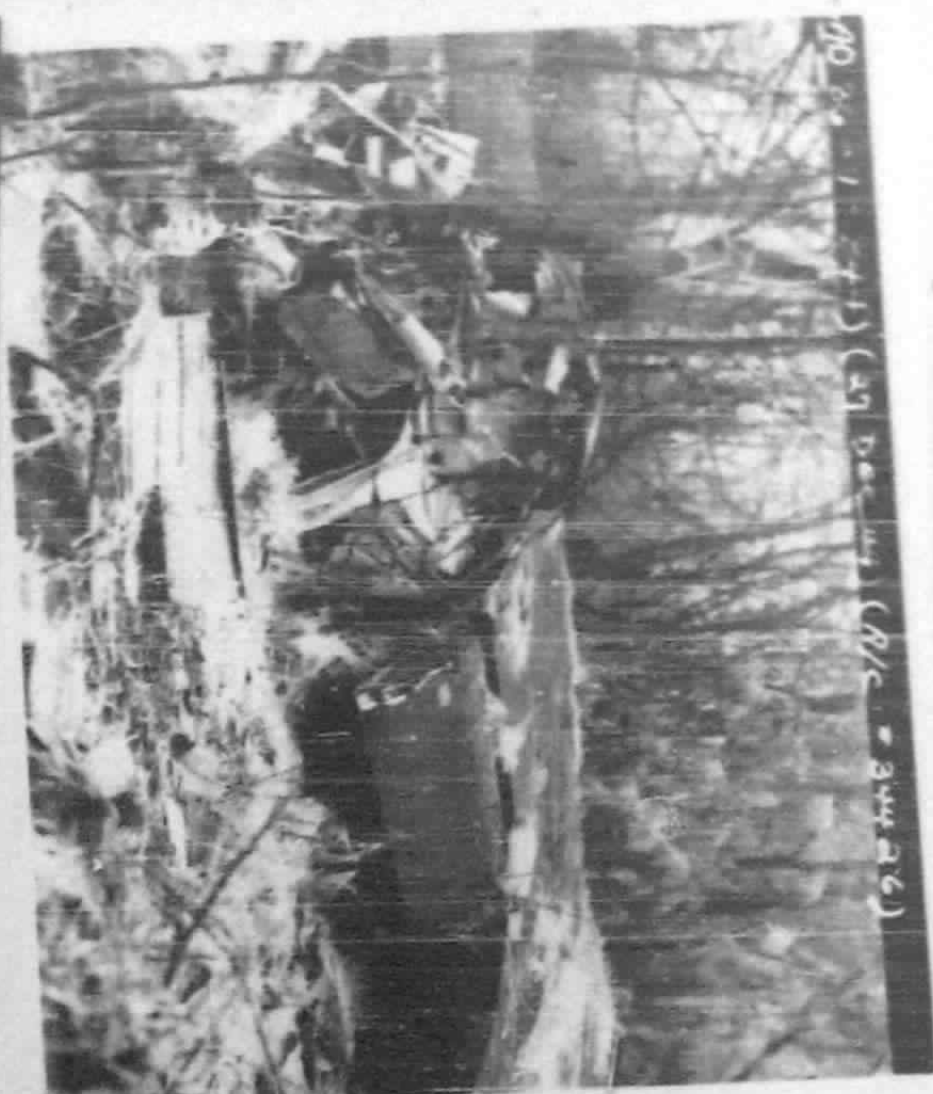
Paul R. Forant
PAUL R. FORANT,
1ST LT., AIR CORPS,
STATION WEATHER OFFICER

SECRET

Inc 13



MO 26-4-344 (27 Dec 44) (R/C # 34426)



MO 26-4-344 (27 Dec 44) (R/C # 34426)



MO 26-4-344 (27 Dec 44) (R/C # 34426)



MO 26-4-344 (27 Dec 44) (R/C # 34426)



SECRET
Property of
Communications Section
Bomb Sq (M)
Initial

SECRET

HEADQUARTERS
AAF STATION A-59
Office of the Commanding Officer

SECRET
By Authority of
The Commanding Officer
344th Bomb Gp (H)
3/1/45
Date

APO 140, U S Army
3 January 1945

360.33

SUBJECT: Report of Aircraft Accident.

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

1. Transmitted herewith is AAF Form 14, Report of Aircraft Accident
pertaining to aircraft type B-26G10, number 43-34426.

For the Commanding Officer:

JAN 12 1945
RICHARD H LE FEVRE
1st Lt., OMC,
Adjutant
1st Ind. BOMB

1 Incl: AAF Form 14 (quad)

360.33

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 9 January 1945.

E-0-3

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force,
dated 27 November 1944.

For the Commanding General:

419

C. C. VEGA, JR.
LT. COLONEL, MC
ADJUTANT GENERAL
0-6504
RECEIVED
11 JAN 1945

3 Incls:

Incl 1 - WD AAF Form 14 (in trip)
Incl 2 - Statement of Co-pilot (in trip)
Incl 3 - Photos (in trip)

SECRET

360.33

2nd Ind.

E-553-3

HEADQUARTERS NINTH AIRFORCE, APO 696, US Army, 17 January 1945.

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report of Aircraft Accident Committee approved.

For the Commanding General:

0-1131

1970

S.V. Neslin

S.V. NESLIN,
Major, A.G.D.,
Asst Adj. Gen.

4 Incls:

Incl 1-3 (2 cys ea w/d)

Incl 4- Added, Statement of Weather Off.

- 2 -
SECRET

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

Accident No. 87250

2-8-45

(1) Place 7 MILES SOUTH OF AAF STATION A-59 (2) Date 27 DECEMBER 1944 (3) Time 1500
AIRCRAFT: (4) Type and model B-26G10 (5) A. F. No. 43-34426 (6) Station AAF Station A-59
Organization: (7) 9TH BD - NINTH AF (8) 344th (9) 495th Bombardment Squadron (H)
(Command and Air Force) (Group) (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	FLEMING, LAMAR, III	P	0-686456	1st Lt.	0118	AC	NINTH AF	Fatal	No
CP	GOUGE, CARL A.	P	0-815125	1st Lt.	0118	AC	NINTH AF	Minor	S
B	CARLSON, NORMAN D.	B	0-760155	1st Lt.	0118	AC	NINTH AF	Fatal	U
RG	CHEVALIER, JOHN A.	RG	32397099	T/Sgt.	2-438	AC	NINTH AF	Minor	S
RG	MC NULTY, ARTHUR J.	RG	31240508	T/Sgt.	2-438	AC	NINTH AF	Fatal	U
AG	FARLEY, ROBERT E.	AG	19059919	S/Sgt.	2-438	AC	NINTH AF	Minor	S

PILOT CHECKED WITH ACCIDENT

(20) FLEMING LAMAR III (21) 0-686456 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9TH BD - NINTH AF (26) 344th (27) 495th Bomb Squadron (28) AAF Station A-59
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 9TH BD - NINTH AF (30) 344th (31) 495th Bomb Squadron (32) AAF Station A-59
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 29/7/43 Present rating (35) P (36) 29/7/43 Instrument rating (37) 23/11/43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 456.55 (42) Instrument time last 6 months 2:00
(39) This model 51.20 (43) Instrument time last 30 days 2:00
(40) Last 90 days 78.00 (44) Night time last 6 months
(41) Total 862.40 (45) Night time last 30 days

AIRCRAFT DAMAGE

NF- GWW 3-30

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>10</u>	Salvaged
(47) Engine(s) <u>5</u>	Salvaged
(48) Propeller(s) <u>3</u>	Salvaged

(50) Weather at the time of accident Visibility 400-600 yards, ceiling unlimited, winds calm, thick ground haze.

(51) Was the pilot flying on instruments at the time of accident Yes
(52) Cleared from AAF Station A-59 (53) To AAF Station A-59 (54) Kind of clearance Combat

(55) Pilot's mission Combat OS

(56) Nature of accident Crashed into side of high ridge. 03 (3-C)

(57) Cause of accident 50% Weather.
50% Pilot Error.

(58) Has Form 14 been submitted? No

RESTRICTED

DESCRIPTION OF ACCIDENT

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

Lt. Fleming and crew took off on a combat sortie to Germany, flying B-26 Number 43-34426 in the #4 position of the low flight of the first box. To stay in formation along entire route, it was necessary to maintain extremely high manifold pressure and RPM setting. However, on the return route, Lt. Fleming was bringing home two 1000 pound bombs which were in the ship due to a rack malfunction. It is felt that the extra bomb load was largely responsible for the high setting Lt. Fleming had to use for the return.

Upon reaching the base, the weather became increasingly bad due to a thick haze layer which extended to 2000 feet. Since Lt. Fleming was in the third flight it was necessary for him to make two 360 degree circles of base before starting instrument landing procedure. While aircraft was circling, Lt. Gouge, the co-pilot, checked the main gas gauges. These gauges registered 30 gallons for left tank and 830 gallons for right tank. As a further check, he checked the gauges in the bomb bay which were in accord with main gauges. However, gauges on right tank were inoperative. After Lt. Gouge returned to his position, the left engine cut out. Lt. Fleming and Gouge feathered engine and performed regular single engine procedure. At this time their altitude was about 1800 feet. The aircraft was unable to maintain altitude with 47" manifold and 2500 RPM on right engine and was losing altitude at the rate of 1000 feet per minute.

The pilot ordered the crew to bail out. The entire crew bailed out except Lt. Fleming. Their altitude at time of bailing out was approximately 300 to 550 feet above the ground. The bombardier's and radio operator's chutes failed to open. Immediately after last man bailed out, the ship crashed into a ridge.

It is the opinion of this board that the responsibility of this accident is due 50% to weather and 50% to pilot error. It is felt that had the weather been good, Lt. Fleming could have landed before the formation. However, this board is inclined to believe that Lt. Fleming used poor judgement in not leaving the formation and landing at a field on the route home for refueling.

Due to total destruction of the bombay, no accurate rack malfunction could be traced. However, in past history of aircraft of this type, A-4 releases have been found very dependable. The possibility of a short in electrical circuit could cause a malfunction of this type. No percentage of responsibility is attributed to this malfunction because of the fact that aircraft have returned from combat missions with their full bomb load.

No Recommendations

ITEM (19) Con'd.

It is the opinion of this board that Lt. Carlson's parachute did not open because the clamps which hold the parachute risers in place against the wearer's chest were loose when Lt. Carlson jumped, allowing the parachute pack and risers to become disengaged from the clamps before Lt. Carlson had a chance to pull the release handle.

Technical Sergeant Mc Nulty's parachute was open when he hit the ground. The board forms no opinion as to why T/Sgt. Mc Nulty's jump was unsuccessful.



Signature

Lucius D. Clark
 LUCIUS D. CLARK, Major, AC
Emmanuel Schipani
 EMMANUEL SCHIPANI, Lt. Col., AC
Richard W. Maffry
 RICHARD W. MAFFRY, Major, AC
John C. Graves
 JOHN C. GRAVES, Captain, AC

Date 15 FEBRUARY 1945.

495th BOMBARDMENT SQUADRON (M) AAF
344TH BOMBARDMENT GROUP (M) AAF

AFPO 140, U. S. Army,
30 December 1944,

STATEMENT OF: First Lieutenant CARL A. GOUGE, O 815 125

RE : Crash Landing of B-26 Aircraft Y5-Y, 43-34426, on 26 December 1944,
at AAF Station A-59.

We started engines at 1200 and took off in the position of # 1 plane in the low flight of the second box. Our bomb load was four 1000 pound bombs. Our join up in formation was normal and all precautions of saving gas were used by changing to auto-lean. The target was the railroad bridge at Ahrweiler, Germany and there was no flak encountered. We proceeded out on course. The average manifold pressure was about 38" or 40" and the RPM at 2350, we had to hold these settings to fly a decent formation. After our altitude was gained the power settings were drawn back to about 35" and 2300 RPM. When we reached the bomb run and opened the bomb bays, we had to jam everything forward to stay in position, the run was made at the speed of 205 or 210 mph. I know this because I commented on the fact on the run itself. When the bombs were dropped, two of our 1000 pound bombs hung in the right side of the bomb bay, with the top bomb falling on the bottom bomb. After we had cleared enemy territory the bombs were de-fused and bomb hoist cables attached to the top bomb to release the strain on the bottom bomb shackle. When we had turned off the bomb run I said to the engineer that we are going to run short of gas for at that time we had very little over 100 gallons in the left tank. On the way home it was the same thing 2300 RPM and 35" to keep in position. Our speed was between 230 and 240 mph, and then we were told that we were going to descend by flights through the haze. We were due at the field at 1526 and were on time. We let down to about 1800' indicated and were flying normal pattern. We had already made two 360° turns around the field and were flying 130° heading starting into the right turn. I had just returned to my seat after checking the gas tank gauges in the bomb bays to be sure that our gauges in the cockpit were right and they both checked identically, left tank showed 30 gallons and right tank showed 330, but the gauges were inactive on the right tank. As we started into the right turn our left engine cut out, so the pilot and I went through the regular single engine procedure. The haze was so bad that we couldn't see the ground and we were losing 1000' per minute, according to the indicator, with 47" of manifold and 2500 RPM. At this time the pilot ordered the crew to bail out. The bomb bays were open when I looked back and the boys had already started jumping. (Staff Sergeant Farley and Technical Sergeant Mc Nulty jumped out of the waist window. Lieutenant CARLSON and Technical Sergeant Chavelier jumped out through the bomb bays). I sat there helping the pilot all I could 'till he told me to get the hell out, so I hurried back and jumped.

Carl A. Gouge

CARL A. GOUGE,
1st Lt., Air Corps.

Sworn and subscribed before me this
30th day of December, 1944.

Kenneth H. Welken
KENNETH H. WELKEN,
1st Lt., Air Corps,
Adjutant.

STATION WEATHER OFFICE
DET. "QQ", 21ST WEATHER SQ.
AIR STRIP A-59, U.S. ARMY

T-F-28

APD 696, U.S. ARMY
30. DECEMBER 1944

SUBJECT: REPORT ON AIRCRAFT ACCIDENT, IN VICINITY OF AAF
STA. A-59, 27 DEC. 1944, AT 1535 HRS., B-26,
PILOT, FLEMING, LAMAR III, 1ST LT., O-886456,
CO-PILOT, GOUGE, CARL A., 1ST LT., O-815125.

TO : ACCIDENT BOARD, AAF STATION A-59.

1. ACCIDENT OCCURED ON RETURN FROM MISSION. WEATHER
FORECAST WAS RECEIVED BY TELETYPE FROM 9TH BOMBARDMENT DIV.
AND BRIEFED TO CREWS BY STAFF WEATHER OFFICER.

2. FORECAST FOR BASE CONDITIONS AT RETURN WAS AS FOLLOWS:
CEILING UNLIMITED, VISIBILITY 1-2 MILES, HAZARDS TO FLYING-
POOR VISIBILITY AT BASES WITH MODERATE HAZE TO 2,500 FEET AND
LIGHT TO MODERATE HAZE TO 4,000 FEET AND LIGHT HAZE ABOVE.

3. WEATHER CONDITIONS AT RETURN WERE: CEILING UNLIMITED,
VISIBILITY 4-600 YARDS, WIND CALM. VISIBILITY VERY POOR AT
SURFACE DUE TO HAZE AND REFLECTION OF SUNLIGHT FROM HAZE.

4. PLANES TOOK OFF AT 1200 HOURS AND RETURNED 1515 HOURS.
PLANES WERE ADVISED TO DIVERT BY 9TH BOMBARDMENT DIVISION. DUE
TO LACK OF FUEL, PLANES WERE ADVISED BY STAFF WEATHER OFFICER
TO DIVERT TO A-59, THE CLOSEST AIR FIELD WITH SUFFICIENT VISI-
BILITY. LACK OF GASOLINE MADE IT IMPOSSIBLE FOR THE PLANE TO
REACH DIVERSION STATION.

5. WEATHER REPORTED AT DIVERSION STATION AT 1530 HOURS:
CEILING UNLIMITED, VISIBILITY 1 1/2 - 2 1/2 MILES.

Paul R. Forant Jr
PAUL R. FORANT,
1ST LT., AIR CORPS,
STATION WEATHER OFFICER

SECRET

**HEADQUARTERS
NINTH AIR FORCE**

SECRET
AUTH: CO. NINTH AF
DATE: 3 FEB 1945
INIT: *[Signature]*

In Reply Refer
to: 360.33

-E-
APO 696, U. S. Army
3 FEB 1945
1-4536

SUBJECT: Aircraft Accident.

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

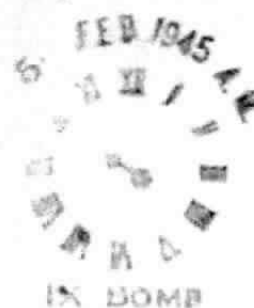


1. AAF Form No. 14 and allied papers are returned herewith for further investigation by the Aircraft Accident Committee.
2. Suggest the Aircraft Accident Committee reconsider factors of excessive fuel consumption due to high power settings in order to maintain formation and also the malfunction of bomb release.
3. 100% responsibility cannot be attributed to weather as other aircraft of this Group apparently made safe landings upon return.
4. The statement "If weather had been good, Lt. Fleming would have landed without trouble" is not conclusive or pertinent since it might also be said "If such high power settings had not been needed and if bombs had not hung up, Lt. Fleming would have landed without any trouble".
5. Request further investigation and return of new findings in triplicate as soon as possible.

By command of Major General VANDENBERG:

0-2392

- 1 Incl:
Incl 1 - AAF Form No. 14 and allied papers,
involving B-26G10, No. 43-34426,
Lt. Fleming pilot, dtd 27 Dec '44.



[Signature]

S. V. HESLIN
Major, A.G.D.,
Asst Adj Gen.

- 1 -
SECRET

SECRET

Subject: Aircraft Accident (B-26G10, A.F. No. 43-34426).
360.33 1st Ind.

E-Q-3

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 6 February 1945.

TO: Commanding Officer, 344th Bombardment Group (M), APO 140, U. S. Army.

1. For your compliance.

2. Report requested in paragraph 5 will be forwarded to this headquarters in quadruplicate as soon as possible.

By command of Major General ANDERSON:

1799

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

4 Incls:

- Incl 1 - AAF Form 14
- Incl 2 - Statement of Co-pilot (in dup)
- Incl 3 - Statement of Weather Officer (in dup)
- Incl 4 - Photos (in dup)

Subject: Aircraft Accident (B-26G10, A.F. No. 43-34426). /-6463
360.33 2nd Ind.

G-W-32

HEADQUARTERS, 344TH BOMBARDMENT GROUP (M) AAF, APO 140, U.S. ARMY, 19 February 1945.

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

Forwarded in compliance with basic communication and preceding indorsement.

For the Group Commander:

21 FEB 1945
BOME

Raymond F. Wisniewski
RAYMOND F. WISNIEWSKI,
Major, Air Corps,
Adjutant.

4 Incls: n/c.

SECRET

SECRET

Subject: Aircraft Accident (B-26G10, A.F. No. 43-34426).

360.33

3rd Ind.

E-Q-14

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 21 February 1945.

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

C. C. V. JR.



5 Incls:

Incl 1 thru 4 - n/c

Incl 5 - AAF Form 14 dtd 2 Jan. 45.

360.33

4th Ind.

E-

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 26 February 1945.

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

1. Reference is made to aircraft accident involving B-26G-10, AF No. 43-34426, piloted by 1st Lt. Lamar III Fleming, AC, O-686456, Accident occurred 7 miles south of AAF Station A-59 on 27 December 1944.

2. The attached AAF Form No. 14 and allied papers with revised findings cancels the AAF Form No. 14 and allied papers pertaining to subject accident which was forwarded to your Headquarters under 2nd Indorsement dated 17 January 1945 to letter Headquarters AAF Station A-59, file 360.33, subject: "Report of Aircraft Accident", dated 3 Jan 1945.

For the Commanding General:

Harold L. Carter

HAROLD L. CARTER,
Lt. Colonel, AGD,
Asst Adj General.

O-4018

(5) Incls: (1 Incl w/d)

Incl 1 thru 4 - n/c (2 cys ea w/d)

Incl 5- w/d

SECRET

PAR. 16410



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