

ARMY AIR FORCES

REPORT OF MINOR ACCIDENT

Use this form for minor accident only in accordance with AAF Reg 82-10, and "Aircraft Accident Investigator's Handbook," issued by Office of Flying Safety. Under Section B, "Accident Data," minor injuries and/or minor damages are those as defined in the above regulation.

FIELD OFFICES OR USE	PRELIMINARY REPORT RECEIVED		DATE
	FORM 10 RECEIVED	2-7	
	EVALUATED BY		
	VERIFIED BY		
	CHECKED BY		
	CODED BY		
			NO. AIRCRAFT INVOLVED 2

B. 29, B. 29A26

ACCIDENT NO.

SECTION A -- IDENTIFYING DATA

(1) PLACE OF ACCIDENT - STATE - COUNTY - NEAREST TOWN - DISTANCE & DIRECTION FROM SAME 100 miles north of Iwo Jima		NEAREST ARMY AIRFIELD - DISTANCE & DIRECTION FROM SAME 100 miles north of Iwo Jima	
(2) WAS COLLISION WITH OTHER AIRCRAFT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	(3) AF NUMBERS OF AIRCRAFT INVOLVED (FILE SEPARATE FORMS FOR EACH AIRCRAFT) 42-94040 42-94044	DATE 17 Nov 45	DAY NIGHT <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT
(4) AIRCRAFT NO. 42-94040	(5) TYPE MODEL SERIES B 29	(6) HOME STATION North Field, Guam	
(7) AIR FORCE OF ORIGIN 20th AF	SUB-COMMAND XXI Bomber Command	WING 314th	GROUP - NO. AND TYPE 330th Bomb Group (VH)
(8) OPERATOR (LAST NAME, FIRST NAME, INITIAL) Gunter, Robert W.		GRADE Captain	BRANCH AG
(9) ATTACHED STATION North Field, Guam		AF OR COMMAND 20th Air Force	SUB-COMMAND XXI BG
		WING 314th	GROUP - NO. AND TYPE 330th Bomb (VH)
		SQUADRON 459th	
		SQUADRON 459th	

SECTION B -- ACCIDENT DATA

(1) DESCRIPTION OF ACCIDENT

Aircraft #42-94040, lead aircraft of #3 element, and aircraft #42-94044, #2 aircraft of #3 element in a squadron formation collided in a formation turn to the left. Both aircraft were flying slightly high on the lead element when a turn to the right was made immediately followed by a turn to the left. Both turns were made by bombsight to check the coordination of bombsight turns on C-1 auto pilot in preparation for a formation bombing run. Aircraft #42-94044 made a large correction in order to avoid the lead element aircraft and aircraft #42-94040 made a correction to move out of the way, but was unable to avoid the #2 position aircraft. The right wing of aircraft #42-94040 and the left wing of aircraft #42-94044 collided with minor damage to aircraft #42-94040 and major damage to aircraft 42-94044.

(2) NAMES OF INJURED - EXTENT OF INJURIES

None.

(3) EXTENT OF DAMAGES - AIRCRAFT AND/OR OTHER

**Wing tip damaged - Replaced
Leading edge damaged on outer wing panel - Repaired**

(4) CONTRIBUTING CAUSE FACTORS

None

REPORTING STATION North Field, Guam	SIGNATURE OF ACCIDENT OFFICER <i>Philip J. Kahl</i> Philip J. Kahl	GRADE Major	ASN
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STATEMENT

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 respective 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.

Robert W. Gunther

ROBERT W. GUNTHER,
Captain, Air Corps,
Airplane Commander,
Aircraft # 42-94040.

check 1²

773-B

STATEMENT

5 July 1945

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

Aram F. Normandin

ARAM F. NORMANDIN,
11136667, R. Gunner,
Air craft # 42-94040.

Encl 1²
773-B

STATEMENT

8 July 1945

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

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

Wallace Livingston
WALLACE LIVINGSTONE,
11069177, F12 206,
Aircraft # 42-94040.

Encl 1²
773-B

S T A T E M E N T

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 closing 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.

Lawrence P. Phillips

LAWRENCE P. PHILLIPS,
1st Lt., Air Corps,
Bombardier,
Aircraft # 42-94040.

Incl 1

773-B

STATEMENT

8 July 1945

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

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 singly.

Ernest F. Perkins Jr
ERNEST F. PERKINS JR.,
2nd Lt., Air Corps,
Co-pilot,
Aircraft # 42-94040.

encl 1²

773-B

23
HEADQUARTERS
914TH BOMBARDMENT WING
APO 334. c/o Postmaster
San Francisco, California

16 July 1945

360.33

SUBJECT: Transmittal of Form 14-A.

TO: Commanding General, AAFTOA, Attn: Statistical Control Division.
THRU: Commanding General, XXI Bomber 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. MUEHLEISEN
Colonel, Air Corps
Chief of Staff

1 Incl:
AAF Form 14-A (in quad)
A/C # 42-74040.

AICPN 260.23 1st Ind

HEADQUARTERS TWENTIETH AIR FORCE, APO 934, c/o Postmaster,
San Francisco, California 22 JUL 1945

TO: Commanding General, United States Army Strategic Air
Forces, ADMIN, APO 953, 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 Asst Adjutant General

1 Incl:
in dup

1

773-B

ARMY AIR FORCES
REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-11 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 needed, use additional sheet(s) and identify by proper section letter and subsection number.

FIELD OFFICES—DO NOT USE THIS SPACE	ACTION	DATE	TYPE, MODEL AND SERIES B-29, B-29A21	ACCIDENT NO.
	PRELIMINARY REPORT RECEIVED			
	FORM IS RECEIVED	7-7		
	EVALUATED BY			
	VERIFIED BY			
CHECKED BY			NO AIRCRAFT INVOLVED	2
CODED BY				

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, County, Nearest Town, Latitude and Direction from Same. **100 Miles North of Iwo Jima**

Nearest Army Aircraft, Distance and Direction from Same. **Iwo Jima, 100 Miles**

2. WAR COLLISION WITH OTHER AIRCRAFT? Yes No

AF No. of AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) **A2-24044 - A2-24060**

DATE **5 July 45** HOUR AND TIME ZONE **0531Z**

Section B—AIRCRAFT

1. AIRCRAFT NO. **A2-24044**

2. TYPE, MODEL, SERIES & HOME STATION **B-29A 2688 APO 334, e/o P.M., S.P. Calif.**

3. AIR FORCE OR COMMAND, SUBCOMMAND, WING, GROUP No. and TYPE, SQUADRON **20th XII B.C. 314th 39th (VII) 62nd**

4. DATE OF MANUFACTURE **2-19-45** TOTAL HOURS **334:45** DATE LAST OVERHAUL **None** OVERHAULING DEPOT OR SUB-DEPOT **None** HOURS SINCE OVERHAUL **None**

5. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for noncompliance.

Section C—OPERATOR (Person at controls at time of accident)

1. LAST NAME **BUCKLEY** FIRST NAME **JOSEPH** MIDDLE INITIAL **E.** GRADE **1st Lt.** BRANCH **AG** ASN **0-810465** DEB **M** AGE **1917**

2. ATTACHED STATION **AF OR COMMAND** SUBCOMMAND **WING** GROUP No. AND TYPE **SQUADRON**

3. ASSIGNED STATION **AF OR COMMAND** SUBCOMMAND **WING** GROUP No. AND TYPE **SQUADRON**

APO 334 20th XII B.C. 314th 39th 62nd

4. AERONAUTICAL RATING? Yes No **PILOT** DATE RECEIVED **30 Aug. 45** 5. NORMAL DUTY STATUS **Airplane Commander**

Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)

FLYING TIME	1st PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	Fill in Items 8 and 9 only if operator was student in training or rated pilot in CIS, OTU, etc.	10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES
1. TOTAL HOURS	956:20	544:45	8. TRAINEE CLASS No. AND SCHOOL, OTU, CCTS, ETC.	AAFTD Mar. 43 to Aug. 43 Transition Flying Training, Maxwell Field, Ala.
2. HOURS THIS TYPE	200:45	236:40	9. PHASE AND HOURS IN THIS PHASE	
3. HOURS THIS MODEL	200:45	136:40	PHASE EXCEL DUTY ON COPILOT None SOLO OR 1st PILOT None	
4. HOURS LAST 90 DAYS	160:55	52:05	11. INSTRUMENT RATING	12. Was operator on instruments at time of accident or immediately before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
5. HOURS LAST 30 DAYS	23:45	4:30	TYPE White DATE 5 April 45	
6. HOURS LAST 24 HOURS	6:25	0:00	TYPE None DATE 3 April 45	
7. ACTUAL COMBAT HOURS	None	None	13. NIGHT, LAST 6 MON	
				14. NIGHT, LAST 30 DAYS

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

DUTY AT TIME OF ACCIDENT (1)	NAME (Last Name-First) (2)	TYPE OF AERO. RATING (CIVILIAN) (3)	SERIAL No. (4)	GRADE AND BRANCH OF SERVICE (5)	PERS CLASS. SYMBOL (AAF Reg 15-1) (6)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION (7)	FATAL MAJOR MINOR NONE MISS (8) (9)		PARACHUTES (10) (11)	
							Yes (8)	No (9)	Yes (10)	No (11)
AC	Buckley, Joseph E.	P	0-810465	1st Lt. AC	18	XII B.C. 314th				
P	Johnson, Paul D.	P	7-65977	P/O AC	17					
B	Miller, John F.	B	0-708821	2nd Lt. AC	18					
M	Northcutt, Howard A.	M	0-2081452	2nd Lt. AC	18					
V	Ayers, Russell W.	V	0-814382	2nd Lt. AC	18					
FE	Maag, John P.	FE	17001481	S/SGT. AC	20					
B	Spang, John K.		33461031	Sgt. AC	38					
CFO	LeGrand, George L.		18184531	Sgt. AC	38					
LO	Ross, Clyde L.		13083266	Sgt. AC	38					
BO	Abbey, Samuel C.		33822947	Sgt. AC	38					
T	Moore, Allan B.		35213878	Sgt. AC	38					

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT

Left wing tip of plane was damaged.

2. TO ENGINE

1

2

3

4

3. TO PROPELLER

1

2

3

4

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)

Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF

HOURS

MINUTES

	(1)	(2)	(3)	(4)
2. ENGINE MODEL				
3. ENGINE NO.				
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL				
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL				
6. TOTAL ENGINE-HOURS				
7. PROPELLER MODEL				
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

David M. Pert

11. OCTANE RATING OF FUEL

200

Engineering Officer (Name, Grade, and Station)

DAVID M. PERT, Captain, Air Corps

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL

(Use this section if materiel failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

(This area is mostly blank in the image)

ENGINEERING OFFICER (Name, Grade, and Station) →

Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)

1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

(This area is mostly blank in the image)

Section J—AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or its facilities or airway facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. Explain

Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT? **Scattered cumulus clouds with base at 2000 ft. Wind NNE - 12K. Visibility 30 Miles at 20,000 feet.**

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, GIVE HOW AND ATTACH COPY OF WEATHER REPORTS

Jackson C. Brownson

WEATHER OFFICER
(Name, Grade, and Station)

➔ **JACKSON C. BROWNSON, CAPTAIN, Air Corps, APO 334.**

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

Pland from 330th Bomb Group, K-49, peeled off to the left at 60° angle. Plane on the left of element peeled off at lesser angle causing damage to left wing tip of plane # 42-94044.

2. WHAT WAS THE MISSION?

Inter - Island Training

3. DID FIRE OCCUR UPON CRASHING?

Yes No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (If so, specify)

None

5. DISCIPLINARY ACTION TAKEN OR CONTINGENT?

None

6. KIND OF CLEARANCE (Attach Form 21)

FROM

TO

OR LOCAL

STATION OF LAST DEPARTURE

P.O. Trng Mission 5

APO 334

APO 334

APO 334

7. IF U.S. FORM 41 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE

NO

DATE

8. EXPLAIN FULLY AND ATTACH COPY

9. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 12-11? Yes No

10. ARE PHOTOS ATTACHED? Yes No

Section M—DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN

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

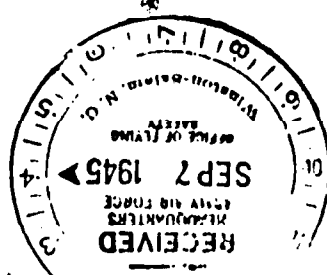
Formation started a climb and low element leader dropped back from position. I dropped back and had much difficulty keeping up with him as he rejoined the lead element. The low element leader again dropped back and I held my position on the lead element as I was pulling maximum Manifold Pressure and R.P.M. and just holding my position. I realized if I dropped back with my element leader I could no 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 time 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 turns with some difficulty due to the suddenness 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 E-64 had not been in position when we went in to the first turn to the right and as we rolled back to the left and rolled out E-64 was coming toward my position in a bank to the right. After coming in for some time E-64 started a sharp bank to the left. As E-64 reached his maximum bank his right wing tip caught about one foot of my left wing tip and tore it off. E-64 continued in his bank and aborted from the formation.

I dropped back slightly and tested the airplane for control and found it to be satisfactory to safely fly the aircraft in formation. I then moved 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 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.



2. RECOMMENDATIONS

None

3. ACTION TAKEN

None

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.		STATION:	
NAME - MEMBER <i>James H. Thompson</i> JAMES H. THOMPSON	NAME - MEMBER <i>John S. Moffett</i> JOHN S. MOFFETT	NAME - INTELLIGENCE OFFICER <i>John C. Welton</i> JOHN C. WELTON	NAME - REPORTER <i>David M. Bert</i> DAVID M. BERT
GRADE Lt. Col.	GRADE Major	GRADE Capt.	GRADE Captain
ORGANIZATION 39th Bomb Group	ORGANIZATION 39th Bomb Group	ORGANIZATION 14th Bomb Wg.	ORGANIZATION 39th Bomb Group
NAME - ALIAS <i>Phillip J. Kuhl</i> PHILLIP J. KUHLE	NAME - ALIAS <i>John S. Moffett</i> JOHN S. MOFFETT	NAME - ALIAS <i>David M. Bert</i> DAVID M. BERT	NAME - ALIAS <i>David M. Bert</i> DAVID M. BERT
GRADE Major	GRADE Major	GRADE Captain	GRADE Captain
ORGANIZATION 502nd AVE. Eng. Sqdn.	ORGANIZATION 39th Bomb Group	ORGANIZATION 39th Bomb Group	ORGANIZATION 39th Bomb Group

DATE	STATION	GROUP NO. & TYPE		AIRCRAFT MODEL		
		39th (WH)	B-29A			
CREW CHIEF OR AERIAL ENGINEER		SQUADRON NO. & TYPE		AIRCRAFT SERIAL NO.		
5 July 1945		APO #33A		12-9101A		
PERS. CLASS	NAME - ASN. - GRADE - ORGANIZATION	USE AS DIRECTED LOCALLY	FLIGHT DATA			
			1	2	3	4
16	Dockley, Joseph E., 1st Lt., O-810465	52nd	P AI	2:00	10:45	
17	Johnson, Paul D., P/O, T-65977	"	GP AI	2:00	20:40	
18	Miller, John F., 2nd Lt., O-782821	"			9:55	
18	Hawthorne, Howard A., 2nd Lt., O-2081152	"				
18	Myers, Russell W., 2nd Lt., O-811322	"				
20	Hoag, John P., 3/sgt., 17003487	"				
38	Evans, John L., Sgt., 3346103	"				
38	La Grand, George J., Sgt., 18184511	"				
38	Ross, Clyde L., Sgt., 13022266	"				
38	Athey, Samuel G., Sgt., 33822917	"				
38	Minor, William B., Sgt., 35213298	"				
			CERTIFIED TRUE COPY			
			<i>Robert E. ...</i> MAJOR, AIR CORPS AIRCRAFT O.			
WAR DEPARTMENT A. A. F. FORM NO. 1 REV. (1 JAN. 44)		AIRPLANE FLIGHT REPORT - OPERATIONS			<input type="checkbox"/> TRANSCRIBED <input type="checkbox"/> TOTAL FLIGHT TIME ENTERED ON FORM 1A	TOTAL FLIGHT TIME 9:55

55-B

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
DATE OF OR HOURS DUE	INSPECTED TODAY			SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
	BY	STATION			SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
PREFLIGHT	7-5-45	M	A.													
DAILY	7-5-45	M	P.													
25 HOURS	998:95															
50 HOURS	969:95															
100 HOURS	429:95															

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	G	COLOMBANO	
GUNNERY			A.
CHEMICAL			P.
COMMUNICATIONS	S	SWITON	Q.
PHOTOGRAPHIC			J
NAVIGATION			S

STATUS TODAY		EXPLANATION: T.O. 01-2081-111 W/O/W A.P.I. IMP. (2) LEFT WING TIP DAMAGED
1.	2.	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

EXCEPTIONAL RELEASE
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RCR
RELEASED FOR FLIGHT

ON FORM 42-B

REMARKS ON COPIES AND MAINTENANCE EQUIPMENT INSTALLED

SHORTAGE OF FLARES (RED & YELLOW) - FLARE COMPASS PROGRESSOR TO THE LEFT - DAMAGE TO LEFT AIRCRAFT & WING TIP IN MID-AIR COLLISION. V.P.T. WILL NOT FIRE WITH NOSE SIGHT. WORKS O.K. WITH RING.
/s/ JOE E. BUCKLEY
1st Lt., A.C.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	324:50	60:15	9:25	166:90
HOURS TODAY	9:55	9:55	9:55	9:55
TOTAL	334:45	70:10	19:20	176:25
OIL CHANGE DUE				
CUMULATIVE CLEANING FUEL				
AIRCRAFT	HOURS TO DATE		324:50	
	HOURS TODAY		9:55	
	TOTAL		334:45	

A CERTIFIED TRUE COPY:
Edward M. Hayes
EDWARD M. HAYES
Captain, Air Corps
Engineering Officer

SERVICED BY: 1. /s/ S/SGT. MULLIVAN
2. _____
3. _____
4. _____

LOGAN - IFF OK 7-5-45 DAVIS

26 EACH 500# (COMP. B) BOMBS LOADED. COLOMBANO

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
7-5-45	AIR FORCE 20TH	COMPONENT V H	ENGINE MODEL R-9350-23A	
STATION ABO 39A	COND., SERV. COMD. OR DEP'T 314TH WING		SERIAL NO. DN-205069	SERIAL NO. W-469509
CREW CHIEF OR ENGINEER T/SGT. McLAREN	GROUP NO. & TYPE 39th V.H. SQUADRON NO. & TYPE 62ND V.H.	AIRCRAFT MODEL R-29-A AIRCRAFT SERIAL NO. 42-94044	SERIAL NO. DN-208874	SERIAL NO. DN-208853
			TOTAL FLIGHT TIME → 334:45	

636-B

S T A T E M E N T

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 oh Shima.

Reached assembly point and took my position on 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 realized 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 turns with some difficulty due to the suddenness 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 turn 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 airplane for control and found it to be satisfactory to safely fly the aircraft in formation. I then moved 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 E. Buckley
JOSEPH E. BUCKLEY,
1st Lt., A.C. O-810465
Airplane Commander.

STATEMENT

8 July 1945

PERSONAL 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 underneath 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
JOHN L. MILLER,
2nd Lt. A.C. 0788621
Bombardier.

S T A T E M E N T

8 July 1945

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

Accident was reported by left scanner at 1536, local time, approximately 100 miles north-east of Iwojima, 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 14:21. Left Assembly point at 15:07 with formation. After accident, continued to target, bombed, and returned to base, landing at 20:35.

Howard A. Hawthorne
HOWARD A. HAWTHORNE
2nd Lt. A.C. 02081452
Navigator.

STATEMENT

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 400 to 300 yards from us. They 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 airplane Commander.

Clyde L. Rose

Clyde L. Rose
Sgt. 13083266
Left Gunner.

S T A T E M E N T

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 'scanners' seat of P-48 and as the accident involved the left wing 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, Jr.
Samuel G. Athey, Jr.
Sgt. 33822947
Right Gunner

S T A T E M E N T

* 8 July 1945

PERSONAL ACCOUNT OF INCIDENTS LEADING UP TO AND INCLUDING COLLISION 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.

William B. Minor Jr.
Cpl. 35213098
Tail Gunner.

HEADQUARTERS
314TH BOMBARDMENT WING
APO 334, c/o Postmaster
San Francisco, California

11 23

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, APO 234,
c/o Postmaster, San Francisco, California.)

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

FOR THE COMMANDING GENERAL:

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

DOLF E MUEHLSEIN
Colonel, Air Corps
Chief of Staff

AIOPN 360.33

1st Ind

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

TO: Commanding General, United States Army Strategic Air Forces, ADMIN,
APO 953, 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 Ass't Adjutant General

1 Incl
AAF Form 14 w/attachments
(dup)