

WEATHER SECTION
39th Bombardment Group
Smoky Hill Army Air Field
Salina, Kansas

CONFIDENTIAL

NOTES ON BRIEFING 60th SQUADRON, 39th BOMB GROUP
1600 CWT, 28 November 1944

The first slide was shown on the screen and the synoptic situation was described as follows:

A front passed us several hours ago and the wind shifted to the northwest. The front is now in the vicinity of Topeka. Snow is falling in Iowa, Northern Missouri, Eastern Nebraska and Southern Minnesota. Fifty miles to the east of us they are also getting snow. Cold air is coming in from the north (as indicated by the blue arrow) and warm air is coming from the south (as indicated by the red arrow). There is an overcast in the area shaded in blue.

The altimeter setting is forecasted at 30.17 inches for takeoff at 1800 CWT.

In order to give a more complete picture of the situation a vertical cross-section was shown and described as follows:

In our area there is a low deck of clouds with base at 1500 feet and top at 4500-5000 feet. A second deck of clouds is at 6000-7000 feet with tops at 9000-10000 feet.

It is forecasted that the low deck of clouds will begin to dissipate after dark and by the end of the flying period there will be breaks in the upper deck. The ceiling at Topeka is 800 feet and at Fort Riley it is about 400 feet. In Missouri and Iowa there is a low layer of clouds at 1500-2000 feet of a stratus type. In the area to the east there is a layer of clouds at 7000-8000 feet with tops at 10000 feet. In the entire area there are cirrus clouds at about 20000 feet.

The winds to the east of the front are from approximately 230 degrees with velocities of 10 miles per hour increasing to 20-25 miles per hour at 10000 feet. In our area and to the west the winds are from 350 degrees with velocities of 20 miles per hour increasing to 25-30 miles per hour aloft. At 20000 feet the wind is from 270 degrees at about 35 miles per hour. To the south, in Oklahoma and eastward the velocity is as high as 55 miles per hour. The temperature at 20000 feet will be generally minus 25 degrees centigrade.

The briefing covered the local area and the area for a flight at 20000 feet as far east as Davenport, Iowa, and north to Sioux City, Iowa. 450

/s/ JACKSON C. BROWNSON
JACKSON C. BROWNSON
Captain, Air Corps
Staff Weather Officer 23-

CERTIFIED TRUE COPY:
Eugene S. Sapiro
EUGENE S. SAPIRO
1st Lt., Air Corps
Asst. Base Operations Officer

Incl. #

CONFIDENTIAL

CONFIDENTIAL

DETACHMENT 106TH ARMY AIRWAYS COMMUNICATIONS SQUADRON
SMOKY HILL ARMY AIR FIELD
Salina, Kansas

29 November 1944

S T A T E M E N T

In regard to the accident that occurred at a distance of nine and one half miles South and six miles West of Salina Army Air Field on the 28 November 1944 involving a B-29 based at Salina, I am making the following sworn statement.

The B-29 involved, Army 578, notified the control tower at 1835 that he was having mechanical difficulty; that his number two engine was out, and that he wished to return to the field. Proper landing instructions were given the ship and the tower had no further contact with said ship until 1840 when tower overheard pilot advise crew over the interphone system to prepare to abandon the ship. Tower then called ship and requested position and altitude. Pilot advised that he was at twenty six hundred feet but could not determine his position to the field. Approximately ten seconds thereafter, Tower noticed a burst of flames five to ten miles SSW of the field. Crash equipment that was standing by was immediately dispatched to the scene, to the position of the burst of flames as nearly as could be ascertained.

/s/ Philip E. Morin
PFC PHILIP E. MORIN
106th AACS Sq.
Operator on Duty

CERTIFIED TRUE COPY:

Eugene S. Sapiro
EUGENE S. SAPIRO
1st Lt., Air Corps
Ass't. Base Operations Officer.

450

24-

Incl. 15

CONFIDENTIAL