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S T A T E M E N T

The following information is furnished on B-29 plane which crashed and burned on the evening of 28 November 1944, 1830. Location of this crash approximately seven miles south and three miles west of the Smoky Hill Army Air Field. Distance traveled by the fire trucks approximately 35 miles round trip. Roads were fair to good except at the scene of the crash which was soft and muddy approximately 500 feet in a plowed field from the road. The Fire Marshal reached the scene approximately 1900. Crash trucks approximately 1900. Aircraft was on fire before it crashed. No information is available on the origin of the fire. Fire and crash trucks used to cool wreckage and bodies. Fire had practically burned with the exception of magnesium and some oil. Magnesium burned approximately till 2300. Aircraft was a total wreck. The equipment used at the crash was 1-110 and 1-125 crash truck and a 1,000 gal. tanker. Two pumpers were from Camp Phillips. 1600 gallons of water was used. Water was only used to cool the wreckage and bodies in order that they might be removed from the wreckage. Fire had completely burned out with the exception of magnesium and oil tanks. Water was the only effective agent that could be used. All personnel that with the ship were dead upon the arrival of the Fire Dept.

CERTIFIED TRUE COPY:

*Clark A. Tate*  
CLARK A. TATE  
Major, Air Corps  
Base Operations Officer

/s/ H.C. Metcalf  
H.C. METCALF  
Capt., Corps Of Engineers  
Asst. Fire Marshal

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HEADQUARTERS SMOKY HILL ARMY AIR FIELD  
Office of the Air Inspector  
Salina, Kansas

333.1 (H)

29 Nov 44

SUBJECT: Discrepancies noted on Form 41B, airplane B-29, #42-24578.

TO: Station Commandant, Smoky Hill Army Air Field, Salina, Kansas

1. The following technical discrepancies were noted by pilots on form 41B, Airplane B-29, #42-24578:

a. 1 Nov 44:

- (1) All engine affected--Prop control switches stuck causing over control.
- (2) Nos. 3 and 4 engines affected--Idle mixture too rich.
- (3) No. 3 engine--Intercooler switch sticks in closed position.
- (4) All engines--Warning horn blows with cowl flaps and wing flaps in correct position.
- (5) No. 2 engine--#2 generator out.

b. 2 Nov 44:

- (1) No form.

c. 3 Nov 44:

- (1) Nos. 2 and 3 engines--Check cowl flap switches.
- (2) No. 2 engine--Cylinder head temp out.

d. 4 Nov 44:

- (1) No. 3 engine--Prop governor inop (replaced same day)
- (2) No. 1 engine--Cylinder head temp inop.
- (3) No. 4 engine--Auto shutter out.
- (4) No. 3 engine--Engine loads up (Idle mixture adj.)

e. 5 Nov 55:

- (1) No form 1A (40 min flight according to form 41B).

f. 6 Nov 44:

- (1) No. 2 engine--Fuel press 30 in. in cruise (fuel press line bled).

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g. 7 Nov 44:

- (1) No. 2 engine--Fluctuating cyl head temp gauge (repaired)
- (2) No. 4 engine--Pilot's tachometer fluctuates badly (replaced).
- (3) No. 2 engine--Fuel press fluctuates with boost on low (line bled).
- (4) No. 4 engine--Pilot's tachometer out.
- (5) No. 2 engine--Cyl head temp out.

h. 8 Nov 44:

- (1) No. 2 engine--Cyl head temp fluctuates and reads low (thermocouple leads tightened).
- (2) No. 2 engine--Carb air temp reads 150° (cannon plug and conduit broken).
- (3) No. 2 engine--Prop switch occasionally will not go into high RPM (prop gov tightened and electric circuit checked).

i. No flights from 9 Nov 44 to 21 Nov inclusive.

j. 22 Nov 44:

- (1) No. 2 engine--Fuel press 25 lbs at altitude.
- (2) No. 2 engine--Fuel pressure zero
- (3) No. 2 engine--Fuel pressure zero (pressure trans replaced).
- (4) No. 2 engine--Throwing excessive oil (oil cap off replaced).
- (5) No. 2 engine--Cyl temp 160° at cruise 130° at letdown 90° immediately after landing (thermocouple lead tightened).
- (6) No. 1 engine--Cyl head temp reads low (checked OK 11/24/44 by M Sgt Elsasser).
- (7) No. 2 engine--Oil temp out on automatic (checked OK by M Sgt Elsasser).
- (8) No. 3 engine--Throttle not synchroized worse with increase of power. Cannot be opened far enough to silence warning horn on 2000 - 30 - power (no entry made for corrections).
- (9) No. 4 engine--Oil temp too high on automatic 100° (no entry made for correction).

k. 23 Nov 44:

- (1) No. 2 engine--Cyl head temp reads low (no entry for correction).

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1. 24 Nov 44:

- (1) Bomb bay doors inoperative on normal system (motors replaced and checked OK).

m. 25 Nov 44:

- (1) No. 2 engine--Fuel press too high 22 lbs at cruise (Checked OK on ground by Sgt Jordan).

n. 26 Nov 44:

- (1) No. 4 engine--Cuts out on right mag (Changed plugs but no entry in form 41B).

2. No other forms from 26 Nov 44.

/s/ Cleo I. Aspegren  
CLEO I. ASPEGREN  
Major, AC,  
Air Inspector

CERTIFIED TRUE COPY:

*Eugene S. Sapiro*  
EUGENE S. SAPIRO  
1st Lt., Air Corps  
Asst. Base Operations Officer

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