

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

OUTCALT, DUDLEY - M.

B-25

45-5-26-16

CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN
R. Penage	4/22	4/22						
Major Worley	6/28	6/29						
Photoist	6/30	7/1						
Capt Wansinger	7/13	7/14						
Capt Kikratich	8/17	9/8						
C Moorfield	9/3	9/17						
B. Fisher	10-5	-						
Capt Jigla	11-31	↓						
C. Moorfield	11-16	↓						
Maj. Buckley	11-23							

✓
✓ Photostat for
Washington
2 July 1945
D.L.S.

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

62

Use this form in accordance with AAF Reg. 62-14 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 OFFICER—DO NOT USE THIS SPACE

ACTION	DATE
PRELIMINARY REPORT RECEIVED	5-27
FORM 14 RECEIVED	6-7
EVALUATED BY	5-11
VERIFIED BY	6-19
CHECKED BY	6-8
CODED BY	5/6/4 6-18

TYPE, MODEL AND SERIES
7A-25D
47-526-16
ACCIDENT NO. 3440-1

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. Nearest Army Airfield, Distance and Direction from Same.
1 mile north of White Oaks, Montgomery Co., Md. Rolling Field, DC 3440-1

2. WAS COLLISION WITH OTHER AIRCRAFT? Yes No
AF NOS. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) 41-30428 DATE 26 May 45 HOUR AND TIME ZONE 1315EWT
 DAY NIGHT

Section B—AIRCRAFT

1. AIRCRAFT NO. 41-30428
2. TYPE MODEL SERIES TB 25 DCO
3. HOME STATION Bolling Field, DC 3440

4. AIR FORCE OR COMMAND SUBCOMMAND WING GROUP NO. AND TYPE SQUADRON
Hq, AAF CG 1st AAF Base Unit

5. DATE OF MANUFACTURE TOTAL HOURS DATE LAST OVERHAUL OVERHAULING DEPOT OR SUB-DEPOT HOURS SINCE OVERHAUL
7 Apr 45 942:55 None

6. 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 FIRST NAME MIDDLE INITIAL GRADE BRANCH ASN SEX AGE
Outcalt Dudley M Col AC 0165317 M 48

2. ATTACHED STATION AF OR COMMAND SUBCOMMAND WING GROUP NO. AND TYPE SQUADRON
Bolling Field, DC CG 1st AAF BU

3. ASSIGNED STATION AF OR COMMAND SUBCOMMAND WING GROUP NO. AND TYPE SQUADRON
Hq, AAF AFTAI

4. AERONAUTICAL RATING? Yes No PRESENT RATING DATE RECEIVED 5. NORMAL DUTY STATUS
Command Pilot 5 Apr 44 Pilot

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

FLYING TIME: 1st PILOT OR SOLO STUDENT OTHER PILOT OR OTHER STUDENT

1. TOTAL HOURS 2244:05 101:40

2. HOURS THIS TYPE 85:45 47:50

3. HOURS THIS MODEL 66:45 28:25

4. HOURS LAST 90 DAYS 38:30 4:10

5. HOURS LAST 30 DAYS 22:00 4:10

6. HOURS LAST 24 HOURS Unknown

7. ACTUAL COMBAT HOURS None

8. TRAINEE CLASS NO. AND SCHOOL, OTU, CCTS, ETC.

9. PHASE AND HOURS IN THIS PHASE

10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES

11. INSTRUMENT RATING

TYPE DATE HOURS 1st PILOT OTHER

White 26 June 40 69:25 7:55

LAST CHECK DATE LAST INSTRUMENT LAST 6 MOS. 6:15 1:15

LAST CHECK DATE INSTRUMENT LAST 30 DAYS 4:05

12. Was operator on instruments at time of accident or immediately before? Yes No

13. TOTAL—INSTRUMENT

14. INSTRUMENT LAST 6 MOS.

15. INSTRUMENT LAST 30 DAYS

16. NIGHT, LAST 6 MOS.

17. NIGHT, LAST 30 DAYS

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

DUTY AT TIME OF ACCIDENT	NAME (Last Name First)	TYPE OF AERO. RATING (SYMBOLS)	SERIAL No.	GRADE AND BRANCH OF SERVICE	PERM. CLASS. SYMBOL (AAF Reg. 15-1)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION	FATAL MAJOR MINOR NON-FATAL MISSING UNKNOWN		PARACHUTES			
							Yes	No	Used	Successful		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
P	Outcalt, Dudley M	CP	0165317	Col, AC	18	Hq, AAF						
E	Moberly, William C	AE	13000564	S/Sgt AC	20	C Sq, 1st AAFBU						
R	Rogarelski, Frank A	RO	13005320	S/Sgt AC	20	C Sq, 1st AAFBU						
X	Knaub, William J			Pvt	-	Keesler, Fld, Miss.						

4530
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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

Complete wreck

2. TO ENGINE

1

Complete wreck

2

3

4

3. TO PROPELLER

1

Complete wreck

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	None			
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

None

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

Not applicable

11. OCTANE RATING OF FUEL

OK

ENGINEERING OFFICER (Name, Grade, and Station)

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

Not applicable

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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

Not applicable

Section J—AIRPORT AND FACILITIES AND AIRWAYS

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

1. EXPLAIN

Not applicable

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?

DBI 1330 EWT SPL W100303R- 207/62/60-49/014 OV

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

Weather was a factor in that the pilot apparently tried to let-down through the overcast and make a CFR approach to Bolling Field. Weather conditions were such that "Contact" flight would have been difficult if not impossible over the rolling hill country outside the Potomac river valley. Bolling Field weather reports are attached.

WEATHER OFFICER (Name, Grade, and Station)

Norman E. Huseby
NORMAN E. HUSEBY, Capt, Air Corps, Station Weather Officer
Bolling Field, DC

Section L—GENERAL INFORMATION

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

Not applicable

2. WHAT WAS THE MISSION?

Administrative

3. DID FIRE OCCUR UPON CRASHING?

Yes No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

Violation of AAF Regulation 60-16 is indicated in that the pilot, while conducting an IFR flight, was not given any approach clearance, but descended from 11,000 feet to tree-top level without approval of Army Flight Service of Airways Control, Washington.

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

None.

6. KIND OF CLEARANCE (Attach Form 23)

FROM: IFR

OR LOCAL

STATION OF LAST DEPARTURE

Keesler Fld, Miss. Bolling Fld, DC Keesler Fld, Miss.

7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR No. AND DATE

No other action taken

EXPLAIN FULLY AND ATTACH COPY

(Faint mirrored text from reverse side of page)

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8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 62-14? Yes No

9. ARE PHOTOS ATTACHED? Yes No

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

On 26 May 1945 at approximately 1315EWT Army B-25D 41-30428, flying from Biloxi, Mississippi, to Bolling Field, DC, Colonel Dudley M. Outcalt pilot, crashed at Quaint Acres Nursery, White Oaks, Maryland. All occupants, Colonel Dudley M. Outcalt AC, S/Sgt William C. Meberly, S/Sgt Frank A. Pegarelski and Pvt William J. Knaub, were killed and the aircraft was demolished.

Pilot contacted Richmond radio at 1256EWT giving his position as 5 miles southeast of Richmond. Washington ATC gave pilot's clearance to Richmond radio at 1258EWT, instructing the pilot to descend immediately to 7,000 feet, maintain 7,000 feet until further advised, and contact Washington radio upon arrival at Doncaster. The pilot radioed back that he was unable to read Richmond radio's transmission of the clearance and was proceeding to Washington at 11,000 feet. The clearance went undelivered and was filed at 1304. Nothing further was heard of the aircraft until crash notice was received at Bolling Field at 1340.

Interrogation of available witnesses and exhaustive study of the terrain and parts of the aircraft indicate the following reconstruction of events. The aircraft, in no apparent mechanical difficulty, was first seen approaching from the northeast flying a southwest course under the overcast, which was estimated to be approximately 500 feet with tops of hills partially obscured by clouds. The aircraft disappeared into the clouds and was not seen again until it was observed by William Scringecour who stated that he saw the airplane come down out of the clouds in a steep dive, disappear behind a knoll and then saw the explosion in the sky. It is apparent that the course of the aircraft was altered, as the crash occurred while the aircraft was travelling in a northwesterly direction. Coming in contact with the ground in a low flat angle, the airplane ricocheted into the air and exploded with such force as to demolish completely the aircraft and its occupants.

Due to the lack of sufficient evidence of any mechanical failure; also, sufficient evidence to determine actual cause of the accident, the following is the assumption of the Board as to what happened: It is concluded that the pilot, after getting contact underneath the clouds, was proceeding southwest trying to get back to Bolling Field. It is believed that the clouds were so low that this was impossible and the pilot, upon getting into the very low clouds, decided to make a 180 degree turn and proceed north to better weather. The pilot would have had to go on instruments while making this turn and he either came out of the clouds at a steep enough angle that he could not pull up upon seeing the ground, or the top of the hill was covered with clouds so that he could not see it before hitting.

2. RECOMMENDATIONS

It is felt by the Board that the flight from Richmond to Washington was poorly conducted in reference to traffic rules and flying regulations; therefore, it is recommended that senior and command pilots be required to take examinations prescribed by AAF Letter 60-6 dated 4 January 1945.

3. ACTION TAKEN

None.

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION:

NAME—PRESIDENT <i>Jean A. Jack</i> JEAN A. JACK	NAME—MEMBER <i>John D. Nichols, Jr.</i> JOHN D. NICHOLS, JR.	NAME—INTELLIGENCE OFFICER <i>William J. Lookadoo</i> WILLIAM J. LOOKADOO
GRADE Lt Col	GRADE Maj	GRADE 1st Lt
ORGANIZATION Air Corps	ORGANIZATION Air Corps	ORGANIZATION Air Corps
NAME—MEMBER <i>William E. Dinsmore</i> WILLIAM E. DINSMORE	NAME—MEMBER OFFICER <i>J. H. Granger</i> J. H. GRANGER	NAME—RECORDER <i>J. W. Hackman</i> J. W. HACKMAN
GRADE Maj	GRADE 1st Col	GRADE Maj
ORGANIZATION Air Corps	ORGANIZATION Medical Corps	ORGANIZATION Air Corps

ARMY AIR FORCES
AIRCRAFT CLEARANCE

OPERATIONS A OFFICE	KEESLER FIELD, Miss.
ADDRESS	

DATE 26 MAY 1945.

PILOT'S NAME	RANK	HOME STATION	ORGANIZATION	AIRCRAFT NUMBER
B OUTCALT, D. M.	COL.	BOLLING FIELD	HQ AAF	0428
NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS				
MOBBERY, W.C.	S/SGT.	DBI		
FOGARELSKI, F.A.	S/SGT.	DBI		
CROSS, A.B.	S/SGT.	BQ	466997 (Deleted from flight)	
KNAUB, W.J.	PVT.	DOX	19234272	
I CERTIFY THAT THE BALANCE STATUS OF AIRPLANE IS IDENTICAL WITH THAT SHOWN ON FORM 'F' FILED AT <u>Gander, N.F.</u> FILED ON <u>5-11-</u> PM <u>5</u>				

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

C WEATHER DATA		EXISTING LOCAL	ALTIMETER SETTINGS
EXISTING ROUTE	<p>CERTIFIED TRUE COPY:</p> <p><i>Adelbert D. Cross</i></p> <p>ADELBERT D. CROSS, Lt Col, Air Corps, Operations Officer.</p>		LOCAL
DESTINATION (LATEST) TIME			DESTINATION
ALTERNATE (LATEST) TIME			ALTERNATE
FORECASTS (ESTIMATED FLIGHT TIME PLUS 2 HOURS)			RESET ALTIMETER BEFORE APPROACH
ROUTE			
WEATHER CHECKED BY PILOT			
DESTINATION			
ALTERNATE			
WINDS ALOFT GIVE ALT. DIR. VEL. AS PILOT REQUESTS			
AAF FORM 23A REQUIRED <input type="checkbox"/>	NOT REQUIRED <input type="checkbox"/>	FORECASTER	TIME

FLIGHT PLAN (PILOT COMPLETES) RADIO CALLS		TYPE OF AIRCRAFT	PILOT (LAST NAME ONLY)	POINT OF DEPARTURE
D PLAN 0428		B-25	OUTCALT	KEESLER FIELD, MISS.
1 ALT 9000	2 ALT	3 ALT	4 ALT	
CFR ROUTE AWYS	CFR ROUTE	CFR ROUTE	CFR ROUTE	
IFR TO DBI	IFR TO	IFR TO	IFR TO	
AIRPORT OF FIRST INTENDED LANDING BOLLING FIELD, WASH. DC	TRUE AIR SPEED 220	TRANSMITTING FREQUENCIES KC 4495 KC 6210	RECEIVER ONLY KC <input type="checkbox"/>	NO RADIO KC <input type="checkbox"/>
PROPOSED TAKE OFF TIME 0900	EST. TIME ENROUTE 3+45	ALTERNATE AIRPORT NW	HOURS OF FUEL (CRUISING) 7+00	INSTRUMENT RATING NONE TYPE WHITE
REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT.				
TOWER FREQUENCIES DESTINATION 219 KC ALTERNATE KC			WEATHER CODE RECEIVED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
TO DESTINATION MILEAGE 900			TO ALTERNATE MILEAGE	
PILOT'S SIGNATURE D.M. OUTCALT			COMMAND PILOT <input checked="" type="checkbox"/> SENIOR PILOT <input type="checkbox"/> CONTRACT PILOT OF CARGO AIRCRAFT <input type="checkbox"/> PILOT <input type="checkbox"/>	

E FLIGHT CLEARANCE AUTHORIZATION			
SUBMITTED TO PSATC (MC)	TIME 0840	BY FS	OPERATIONS IDENTIFICATION NO.
TIME APPROVAL RECEIVED 0844	CONTROL INSTRUCTIONS RECEIVED (MJ) TOWER		CLEARING AUTHORITY /s/ D. M. OUTCALT D.M. OUTCALT COL. AC CLEARANCE OFFICER
INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT OR TOWER BY PSATC (JO)	ACTUAL TAKE-OFF TIME 0847		

①
May 30, 1945

To 1-45

Regional Administrator,
Attention: Section 1-45

Acting Chief Airway Traffic Controller, Washington Center

Accident Report - Army 0428 - May 26, 1945

Attached is pertinent information in connection with the crash of Army 0428, B25, enroute from Biloxi, Mississippi to Bolling Field, Washington, D. C.

This flight proceeded and was handled according to flight plan until in the vicinity of Richmond, from which point no further radio contacts were made.

No control deficiencies appear to exist in connection with the handling of Army 0428 by Washington Center personnel.

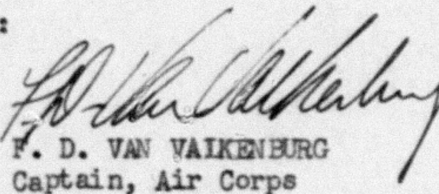
Original signed by

G. H. Chandler Tredick

Attachments:

Transcription, Narrative Reports,
True copies and weather reports.

A TRUE COPY:


F. D. VAN VALKENBURG
Captain, Air Corps

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DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

1. Airway Traffic Control Center, Washington
National Airport, Washington, D. C.

2. Subject: Accident Report - Army 0428 -
May 26, 1945.

3. May 26, 1945:

Position 4, Record No. 9 - 12:20 p.m. to
1:05 p.m.

Position 4, Record No. 10 - 1:05 p.m. to
2:10 p.m.

4. GW ACS - Airway Communications Station,
Greensboro, N. C.

WA ATC - Washington Airway Traffic Control
Center.

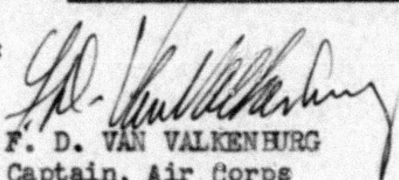
RW ACS - Airway Communications Station,
Richmond, Virginia.

5. I hereby certify that the following is a true
and correct, full and complete, transcription
of the recorded conversations pertaining to
the subject incident.

(Name) /s/ G.N. Chandler Tredick

(Title) Acting Chief Airway Traffic Controller

A TRUE COPY:


F. D. VAN VALKENBURG
Captain, Air Corps

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Position 4, Record No. 9

CW ACS Army zero four two eight over Greensboro one two two one, eleven thousand, he's enroute to Washington. Army zero four two eight cleared to Richmond, maintain eleven thousand. CW one two two eight.

Position 4, Record No. 10

RW ACS Army zero four two eight, five southeast Richmond one two five one, eleven thousand requesting further clearance.

WA ATC One moment, Army zero four two eight cleared to Doncaster, descend to seven thousand immediately, maintain seven thousand until further advised, contact Washington Radio approaching Doncaster.

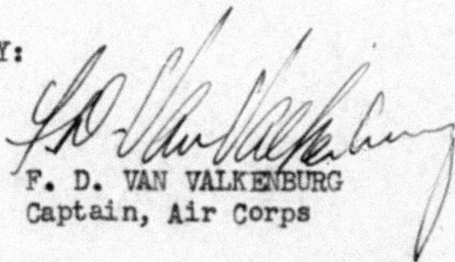
RW ACS Thank you. GM.

WA ATC CW one two five eight.

RW ACS Army zero four two eight advises unable to read Richmond, and he's proceeding Washington at eleven thousand, clearance undelivered.

WA ATC CW one three zero four.

A TRUE COPY:


F. D. VAN VALKENBURG
Captain, Air Corps

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②

Narrative Report - Army 0428, May 26, 1945.

Reference is made to attached flight plan of Army 0428 enroute from Biloxi, Mississippi to Bolling Field, Washington, D.C., May 26, 1945.

Just prior to the time subject flight was estimated in the vicinity of Washington, heavy radio contacts necessitated by aircraft on CFR flight plans requesting IFR clearances, and heavy traffic in the Washington Metropolitan Area, delayed the time of attempting to contact Army 0428.

Subject flight **had advised** he was unable to read Richmond Radio and was proceeding to Washington at 11,000 feet.

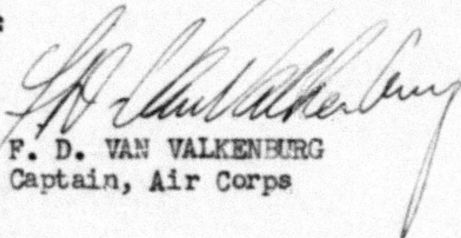
At 1:50 p.m. Bolling Field advised a ship was down in the vicinity of Silver Springs, Maryland and at that time Washington Tower was advised to attempt contact with Army 0428 over approach control facilities.

No further contact was made with the flight after his report to Richmond Radio.

Original signed by

James S. Mays
Controller

A TRUE COPY:


F. D. VAN VALKENBURG
Captain, Air Corps

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Narrative Report - Army 0428, May 26, 1945.

At 12:21 p.m., Army 0428 reported over Greensboro, N.C. at 11,000 feet, enroute from Biloxi, Mississippi to Bolling Field, D. C.

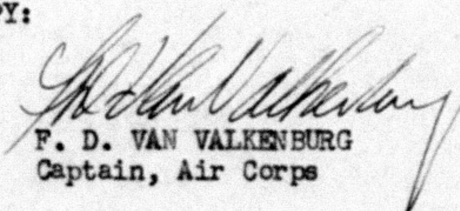
The aircraft was cleared to Richmond, Virginia to cruise 11,000 feet. At 12:56 p.m. the aircraft reported five miles southeast of Richmond at 11,000 feet, and was cleared to the Doncaster Intersection to descend to 7000 feet immediately after passing Richmond.

Approximately five minutes later, Richmond radio advised that the pilot had been unable to read him to obtain clearance and would continue on course at 11,000 feet.

Original signed by

Curtis C. Weikert
Controller

A TRUE COPY:


F. D. VAN VALKENBURG
Captain, Air Corps

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TRUE COPIES

261352Z CAG CWA DBI

ATC

RO428 B25 OUTCALT DOX 90 G6 DBI 22 4495/6210 DO847C 345/7000/12
NW CLRD TO XW CPS

(No time stamp)

ZZZ EMWAR RW/WA

1 2 3

RO428 B25 OUTCALT DOX-DBI DO847C 1256E 5SE RW 4495/6210 FUEL 7 HOURS

ZZZ CLRD 261420E WA

(No time stamp)

262045Z CAG CWA DBI

ATC

INREQ RO428 B25 OUTCALT DOX DBI ETA 1232C 261545C 2ND REQ PLIZ REPLY CPS

(No time stamp)

262139Z CPS DOX

RO428 DOX DBI CRASHED APPROX 5NW SILVER SPRINGS MARYLAND APPROX 1340E
DBI INVESTIGATING CWA

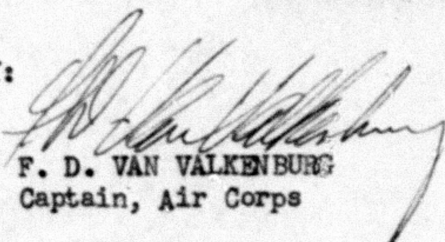
(No time stamp)

This is to certify that the above are true copies:

(Name) /s/ G.A. Chandler Tredick

(Title) Acting Chief, Airway Traffic Controller

A TRUE COPY:


F. D. VAN VALKENBURG
Captain, Air Corps

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Weather Reports - May 26, 1945

Richmond, Virginia

- 11:30 a.m. - Contact, ceiling estimated 2000 feet, overcast, scattered clouds at 1500 feet, visibility three miles, light rain, temperature 61, dew point 59.
- 12:30 p.m. - Contact, ceiling estimated 2000 feet, overcast, scattered clouds at 1500 feet, visibility three miles, light rain, temperature 61, dew point 58.
- 1:30 p.m. - Special, contact, ceiling estimated 2000 feet, overcast, scattered clouds at 1500 feet, visibility three miles, light rain, temperature 62, dew point 60.

Quantico, Virginia

- 12:30 p.m. - Special, ceiling estimated 700 feet, overcast lower broken clouds, visibility three miles, light rain, temperature 63, dew point 60, overcast estimated 6000 feet.
- 1:30 p.m. - Ceiling estimated 800 feet, overcast, lower broken clouds, visibility four miles, light rain, temperature 64, dew point 62, overcast estimated 6000 feet.
- 2:30 p.m. - Ceiling estimated 500 feet overcast, lower broken clouds, visibility three miles, light rain, temperature 64, dew point 62, overcast estimated 6000 feet.

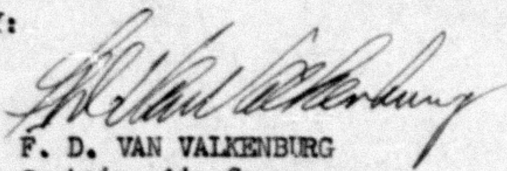
Washington, D. C.

- 12:30 p.m. - Contact, ceiling indefinite 1800 feet overcast, lower broken clouds, visibility five miles, light rain, temperature 65, dew point 60, overcast estimated 6500 feet.
- 1:30 p.m. - Contact, ceiling indefinite 1500 feet overcast, lower broken clouds, visibility four miles, light rain, temperature 62, dew point 60, overcast estimated 6500 feet, scud at 400 feet.
- 1:40 p.m. - Special, instrument, ceiling indefinite 700 feet, overcast visibility two and one-half miles, light rain, scattered clouds at 400 feet.
- 2:30 p.m. - Instruments, ceiling indefinite 700 feet, overcast, visibility three miles, light rain, temperature 62, dew point 60, scud at 400 feet.

A TRUE COPY:

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F. D. VAN VALKENBURG
Captain, Air Corps

The following quoted information was received by members of the Aircraft Accident Investigating Board from individuals who were witnesses of the accident of TB-25D airplane number 41-30428; (See attached sketch for position of witnesses with relation to the accident)

Mr. Carol Frayley:

"The plane was coming in from the SE. I think what the boy saw was a piece of the plane coming and burning after it hit the hill. I heard the plane coming and was trying to see it, but did not see it till it hit. It hit and blew up at the same time. The plane was made a steady roar until it hit. I didn't hear any sputtering. It sounded to me like he had opened the motor and like he was in a dive, but evidently it was not a dive. I saw the plane coming in this direction and saw it head at the field. I am quite sure it hit the ground before it blew up."

Mr. Harry Smith (Police):

"The first thing I noticed was this flash, this red light like a red mist. It was over rapidly. I was about a mile down the road with my boy and the bicycle when I turned my head and heard the explosion. I didn't see the airplane - there was just pieces. From my front yard you can see this group of trees. It looked like confetti coming down. I got down here in a couple of minutes. I heard the motor but didn't see the plane. The motor sounded just like any other plane. When I saw this light, I didn't pay much attention to it. It went through my mind that it was funny lightening. I turned my eye to the terrific noise and saw the pieces coming down. It was just one explosion. There was a loud explosion and then a tremor. It was a loud boom and a quiver. I could hear vibration in air. I didn't hear any noise before explosion. Just when I turned my head over my shoulder, I heard a loud explosion and tremor, but did not hear anything else - no noise at all. The airplane sounded normal before the explosion. Things like this have happened before. A lot of cubs will cut their motors and you hear the plane and don't look up. Before this happened, I heard the airplane not more than 2 minutes before. I was working on the bicycle and heard the roar of the plane. It was loud. Then the light and the noise, and I looked and couldn't see the plane. The noise of the plane sounded to me like transports when they started to move. I didn't pay much attention to it. Lots of times in bad weather the planes seem to come down low, but you can't seem to see them. That was the condition of the weather yesterday. I had not been out here. I had been down to Silver Springs for about two hours. We had just gotten out to the house. It seemed to me he was on a straight course, but low. I realized right away when I heard the noise that it was the plane which was in back of me. The explosion was in back of me. I didn't know where it was till I got to the lane. There was a parachute on the hill. Where the shrouds fitted, there were several buckles that were burning. Two big objects of metal on either side were blazing. There was no other fire. Back along the woods on the other side of the road up on the hill, several pieces of cloth were smoldering. I noticed a piece that looked like a bandage, square gauze packs. I thought they may have had a wounded soldier aboard. It was darker to the south yesterday than it is today. The clouds

were lower. It had just started to rain. I expected to find a wreck piled up in a heap. I jumped out of my car and saw there was nothing anybody could do."

Officer Harry A. Turner, Jr. (Police):

" I live about $3\frac{1}{2}$ miles down the road. I was in the house when I heard this plane. It sounded to me like it was missing. A few minutes I saw it like it was on the ground. Suddenly there was a big explosion. It was about five or ten minutes from the time I saw it pass my house. He was coming down by the big trees. It was running along on the ground. It looked like it was trying to make a landing, and then it blew up. It was on fire when it was running. It blew up on the ground. It looked like when it was running on the ground something burst and it went up and burst again. It jumped a little bit and got afire. It was not over 500 feet when it came over my house. It was popping every once in a while. In between it would run along alright. It hit the ground, then got afire. The last time I saw it, it was on the ground. When this big explosion happened, it was 50 feet in the air and looked like burned paper. He was probably trying to gain altitude to get up high, but couldn't do it. It was foggy yesterday. The clouds were hanging real low yesterday. It happened at about 1:25."

Mr. William J. Lochridge:

"At 1:10 PM Saturday afternoon, I was in my home at South Arlington, Virginia, when a B-25, silver colored, came over my house, at about 300 feet and headed NE with the gear extended, nose and main gear. My house is located approximately 5 miles directly west of the radio range station."

Mr. Harry B. Knee:

"My wife was on the porch and I was standing here (in front of the house to the left of the porch). The plane was not up over about fifty or sixty feet, and then it swerved up through the gully. Something fell out of it. I imagine it was the engine. It had not gone about 100 feet when it went right up. It was not more than 100 feet at the time. My wife and I were among the first to get over to it. The ceiling was lower than it is today. It sounded like only one engine was going and the other was not. There was not exactly a smoke, but more of a steam which burst in mid-air. It was like a big bomb in the air. The sky was filled with debris. I don't think he was over 30 or 40 feet over this house. He was right side up. When I got over there, I found the sergeant's (I think his name was Moberly) identification tag and red tag on the barracks bag, which I brought back and put in the police car, and identification was radioed in. We saw one part of a leg and the torso of a man. I thought he might have jumped. The plane hit between the two big trees. It was much cloudier yesterday and raining. We heard the noise. He came right across this field. When he got across the house, he soaked up and then banged. When he went by here, he didn't turn at all. It sounded like one engine was running, and I saw this thing fall which I think was one of the engines. It was flying level when that fell. A few seconds after that the plane went with a big boom. Both my wife and I saw this. The space he hit in was between the two big trees between which is a clear spot. It landed

370
14

five or six hundred feet beyond that stuff. He came near to hitting the wire. The right wing was down lower. He was flying a bit lopsided. When that thing fell out of the plane, the noise of the engine stopped. He wanted to get away from the buildings. I think he knew he was going to crash. The wind was blowing about the same, southwest. He was headed into the wind. - - - I was on the back porch and saw the plane. I ran to the front to watch it. I could not tell whether the propellers had stopped. I can tell by the sound of the twin motors whether both motors are going. I judge he was not hitting over probably 150. If he had both motors on, he would have been going about 250. He was not on fire when I saw him. The only fire was after the explosion. It was very hazy yesterday. I could hardly see the barn for the haze. The barn is about 1500 yards from here. We could hear the plane but could not see it till it came over the farm. We were the only ones around here that saw it."

Mrs. Harry B. Knee:

"When I first heard the plane, I knew the engines sounded funny. I thought it was going to hit the corner of the house - it was so very low. I ran out here to the front porch and the plane just burst in mid-air. It was not on fire when I saw it. It was very low and frightened me. It looked like something fell just before it exploded. That plane never hit the ground. It exploded in mid-air and then the fire started. It was raining. The plane was down so low I saw it through the windows."

Mr. Harry R. Clark:

"The plane came from over here and went over the trees. The consensus of opinion was that there were three loud crashes. Then it hit and there was a big crash, then it hit again and there was another big crash. There was a big flash of fire. I don't know whether it was from the ground or from the air. I don't think the weather was as bad yesterday as it is today. His motors seemed to be working good. Everybody seemed to hear this muffled explosion and a crash, then another crash. It hit one place, then another place. The engines had been working alright. We could hear it. I couldn't tell how close he was down here, but he was very close. My son saw it just as it disappeared over the trees, and then the ball of fire. When he saw the fire, it passed out of sight."

Mr. Bailey Scrimgeour:

"It sounded as if the plane went right over this house. The plane exploded in the air. The metal parts showed that. Generally when you have an explosion it goes in one direction, but part of that plane went forward and part to the rear. It was scattered in the vineyard, then nothing in the valley till you got to the hill. It was like the motors all went forward. The smoke was not scattered, but went straight up. What was significant to me was - I went up there with three captains. They and the superintendent were down the road and we picked them up. This elderly man had a piece of cloth that was bloody. I noticed the yellow tag on a chute that said it had been packed at Bolling Field. It had seemed to me as if there was something wrong with the motors. We felt the vibration of the plane. It happened somewhere between 1:20 and 1:25. I looked at the clock."

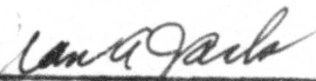
370
15

Mr. Maxwell Scrimgeour:

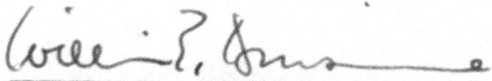
"The plane was more than 300 to 400 feet off the ground when the explosion happened. He exploded right in the air. It went off like a perfect ball of fire. In my opinion, the motors were going when the explosion occurred. Sometimes planes fly very low around here, and what attracted us was this heavy blast of motor. I couldn't see the plane, and as I was looking through the clouds, it went off. When it went off the motors were running steady. Visibility was very low. The plane was not on fire when it came down. The only light was the one blast. The idea that the plane hit the ground in coming past is all wrong. From here to where it happened I estimate is 2000 feet. I looked for him for half a minute, but nobody could have seen that plane. He was above the ceiling in clouds. There was one explosion, and his motors were full blast when it exploded. So far as I'm concerned, it went off in the air."

William Scrimgeour:

"I saw the plane going down before it blew up. I don't think the plane was on fire. I thought he was doing stunt flying. I saw him come by and there was a terrific explosion. I think it exploded before it hit the ground. The plane came right over the house. It seemed like it was going northwest. I couldn't see it when it went over the clouds. I heard the explosion and saw the wing going up. It looked like there was a black smoke and then the terrific explosion. I thought he hit on top of the hill."



JEAN A. JACK
Lt Col, Air Corps
President



WILLIAM E. DINSMORE
Major, Air Corps
Member

- 16 - 370

I CERTIFY THAT I AM THE CUSTODIAN OF THE WEATHER RECORDS AT
BOLLING FIELD , DC AND THAT THE FOLLOWING IS A TRUE COPY
OF THE WEATHER SEQUENCE REPORTS FOR BOLLING FIELD (DBI)
ON 26 MAY 1945 AT TIMES INDICATED ---

1130 EWT
DBI E25008 207/66/561^7/014/ E350

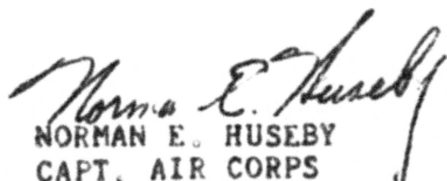
1142 EWT
DBI SPL E25008R- / E350 PCPN VRY LGT

1230 EWT
DBI E20006R- 207/65/6018/014/ E350

0258 EWT
DBI SPL W9004R- / E350

1330 EWT
DBI SPL W100303R- 207/62/6019/014

1430 EWT
DBI SPL W703R- 196/63/6119/011


NORMAN E. HUSEBY
CAPT, AIR CORPS
STATION WEATHER OFFICER

OFFICER HARRY SMITH
OFFICER ARNOLD TURNER

10-21-

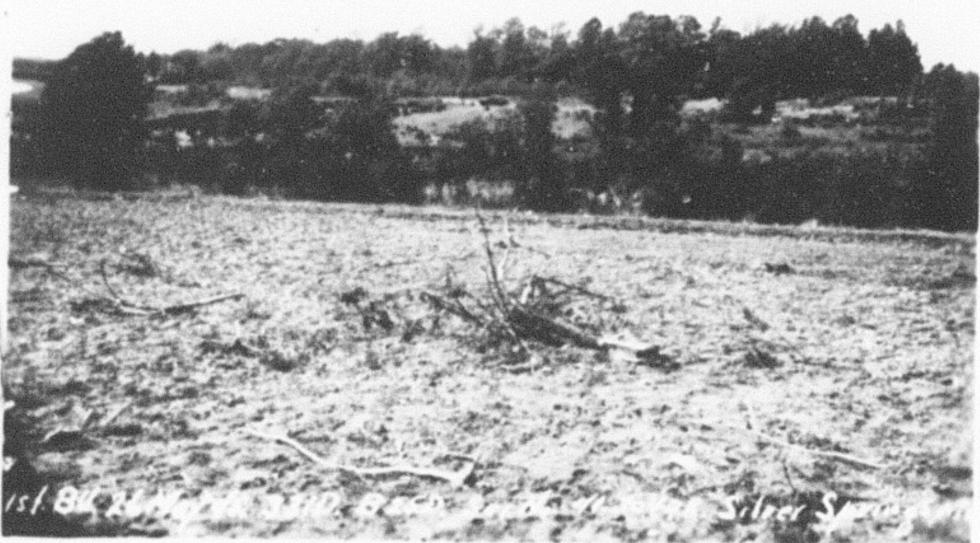




184 26 May 42 331 F. B35D. Sec. N. 41. 3049. Silver Springs, road



184 26 May 42 331 F. B35D. Sec. N. 41. 3049. Silver Springs, road



1st Bl. 26 May 48 3310. B35D. Ser. N. 41.3049. Silver Springs, Md.



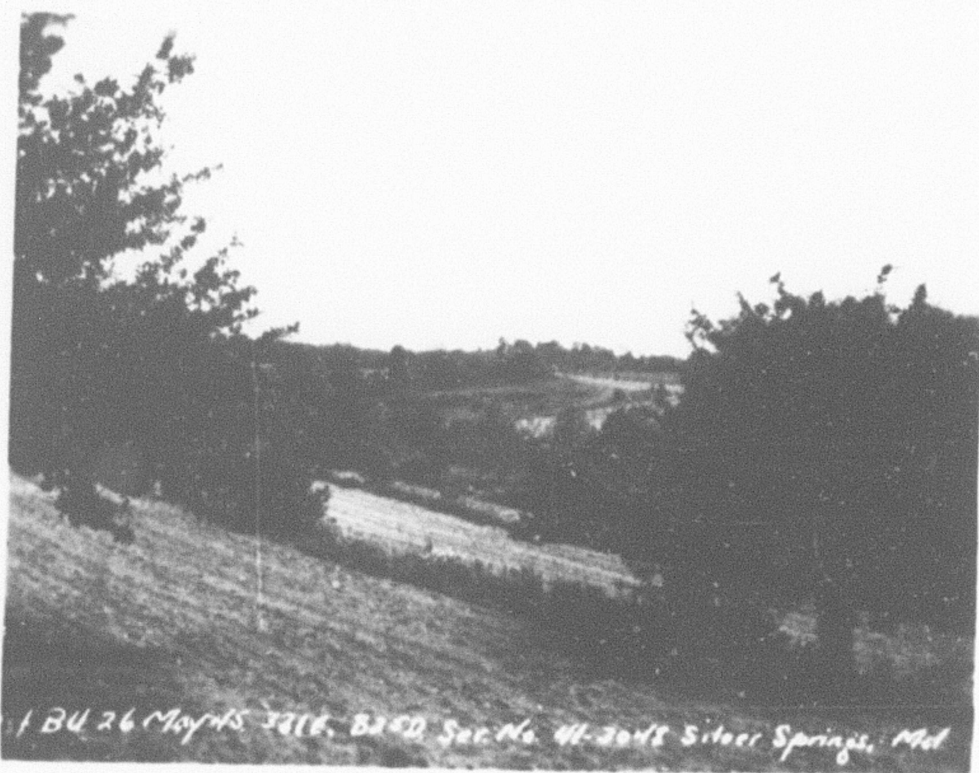
1st Bl. 26 May 48 3311. B35D. Ser. N. 41.3049. Silver Springs, Md.



151 BU 26 May 45 3310. B25D. Ser. N. 41.3049. Silver Springs, Md.



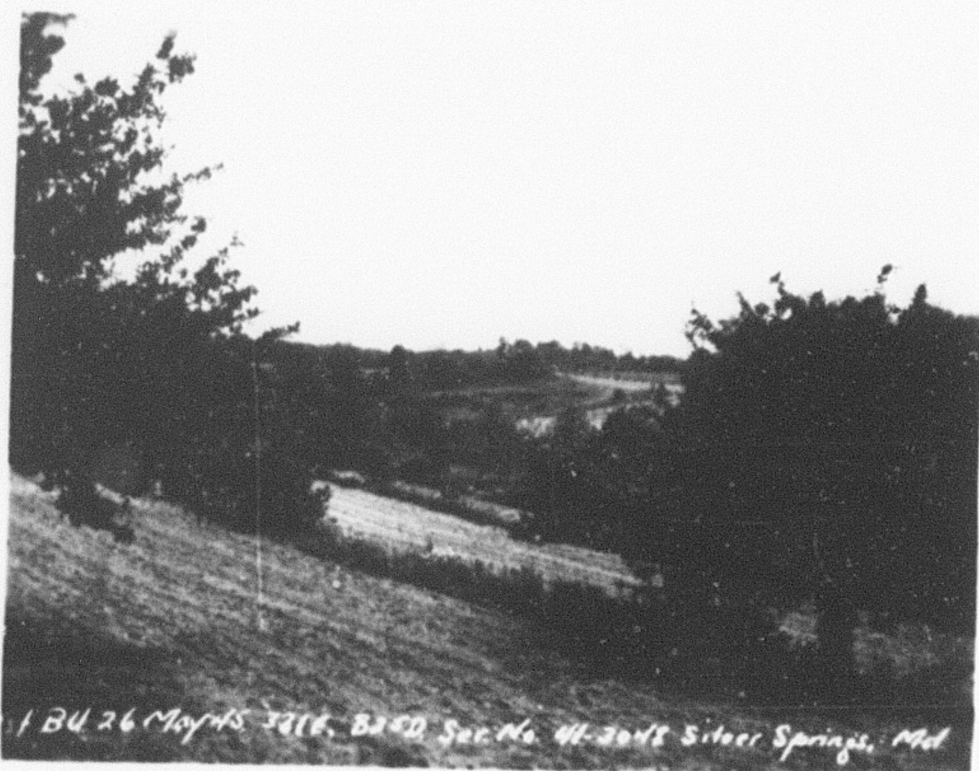
151 BU 26 May 45 3311. B25D. Ser. N. 41.3049. Silver Springs, Md.



1 BU 26 May 1936. B250. Sec. No. 41-3018 Silver Springs, Md.



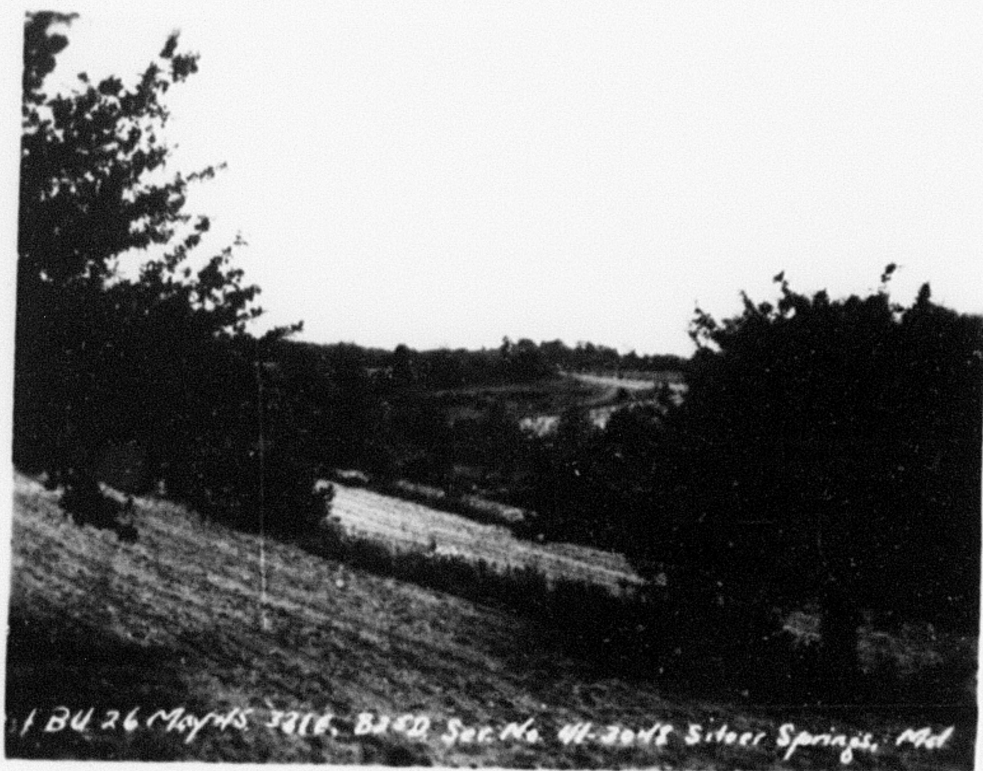
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1 BU 26 May 1936. B250. Sec. No. 41-3011 Silver Springs, Md.



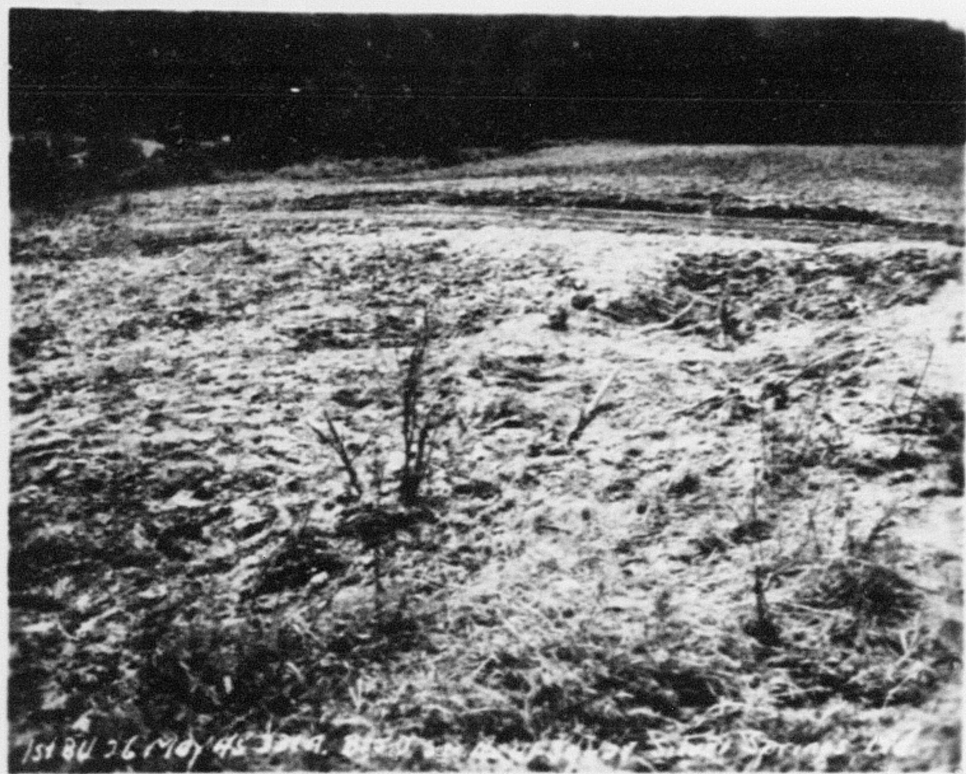
1 BU 26 May 1936. B250. sec. No. 41-3011 Silver Springs, Md.



1 BU 26 May 45 3316 B25D Sec. No. 44-2048 Silver Springs, Md



1 BU 26 May 45 3316 B25D Sec. No. 44-2048 Silver Springs, Md

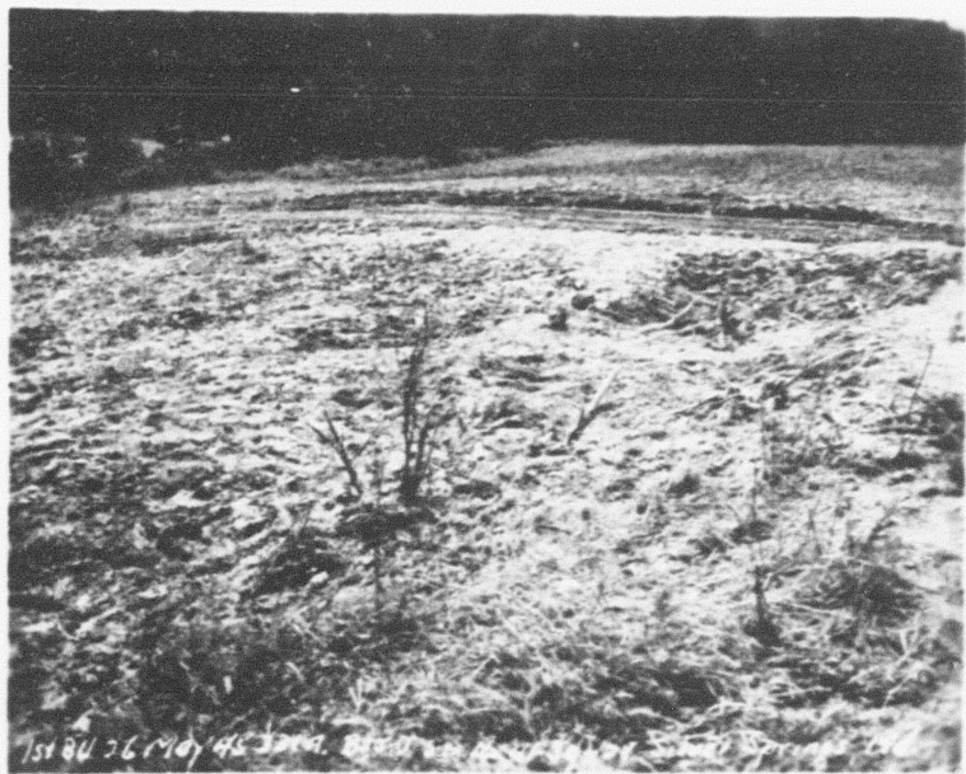




1st BU 26 May 46 2010 6570 301 ft. N. 1/2 Sec. 17 Silver Springs, Md



1st BU 26 May 46 2010 6570 301 ft. N. 1/2 Sec. 17 Silver Springs, Md





51 BU 26 May 45 330D B25D Ser. No. 44-30428 Silver Springs Md.



52 BU 26 May 45 336G B25D Ser. No. 44-30428 Silver Springs Md.



51 BU 26 May 46 330D B25D Ser. No. 44 30428 Silver Springs Md



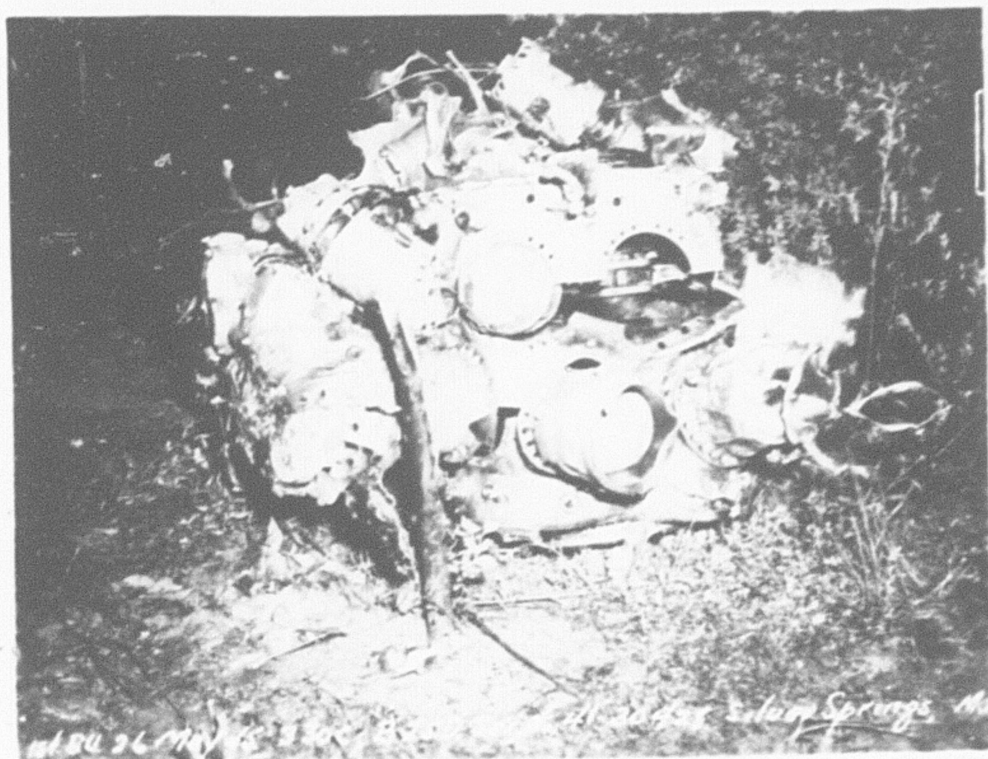
51 BU 26 May 46 336G B25D Ser. No. 44 30428 Silver Springs Md



51 BU 26 May 46 330D B 25D Ser. No. 44-30428 Silver Springs Md



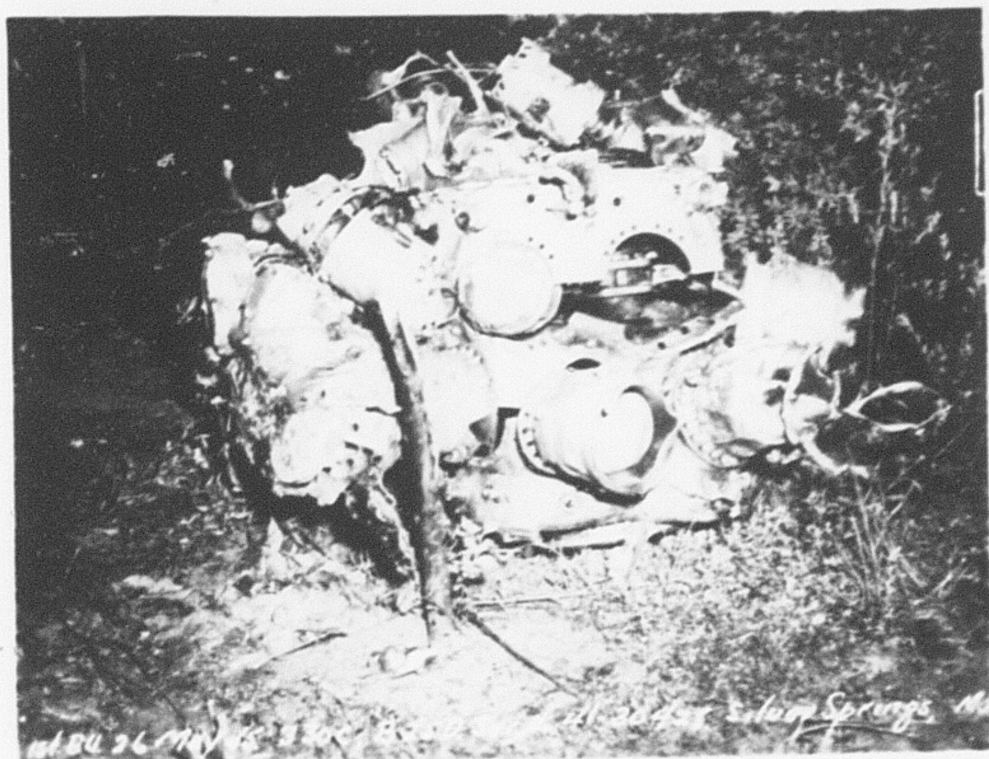
52 BU 26 May 46 336G B 25D Ser. No. 44-30428 Silver Springs Md



61 BU 26 May 45 330 E. 8250 Ser. No. 44-30428 Silver Springs, Md.



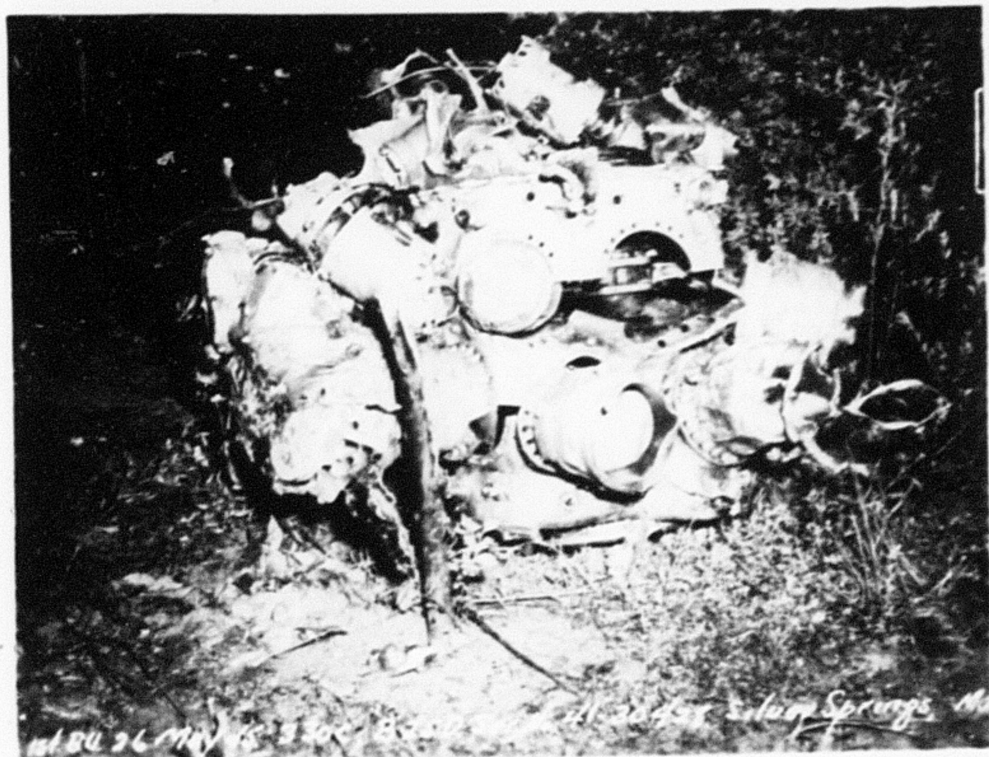
61 BU 26 May 45 330 E. 8250 Ser. No. 44-30428 Silver Springs, Md.



86 BU 26 May 45 330 E. 8257 Ser. No. 41-30428. Silver Springs, Md.



86 BU 26 May 45 330 E. 8257 Ser. No. 41-30428. Silver Springs, Md.



181 BU 26 May 45 330 E. 8257 Ser. No. 41-30428 Silver Springs Md.



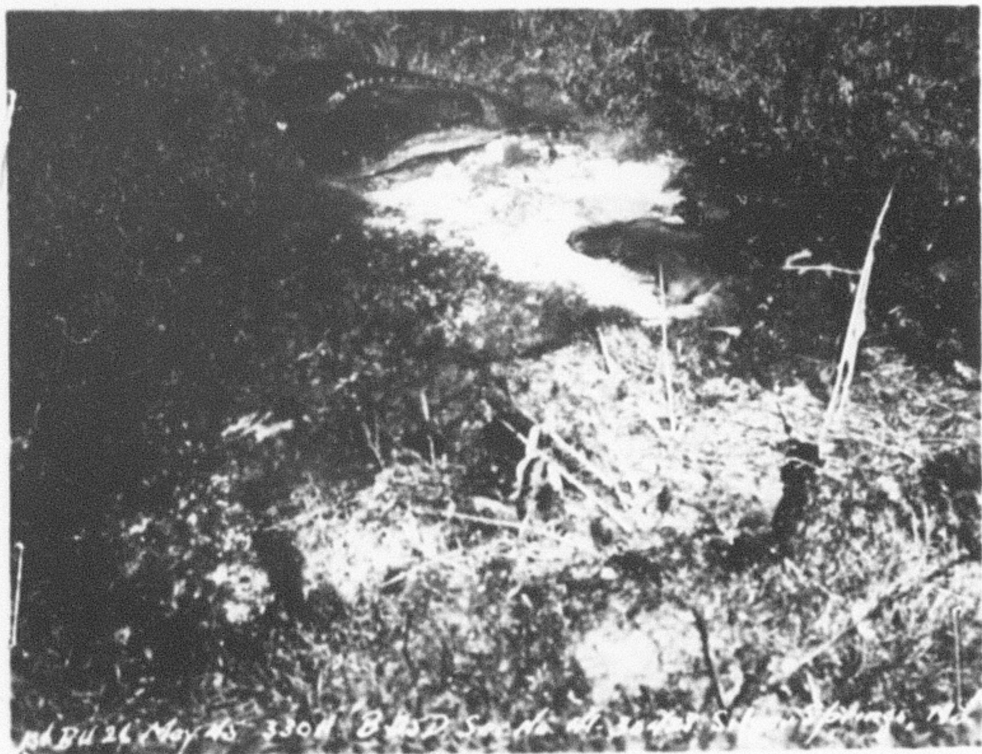
181 BU 26 May 45 330 E. 8257 Ser. No. 41-30428 Silver Springs Md.



100 BU 26 May 45 330-I B 25D Ser. No. 41.30428 Silver Springs, Fla.



100 BU 26 May 45 330-I B 25D Ser. No. 41.30428 Silver Springs, Fla.



104 BU 26 May 45 330-I B 25 D Ser. N. 41.30428 Silver Springs, Fla.



104 BU 26 May 45 330-I B 25 D Ser. N. 41.30428 Silver Springs, Fla.



104 BU 26 May 45 330-I B 25D Ser. N. 41.30428 Silver Springs, Fla.



104 BU 26 May 45 330-I B 25D Ser. N. 41.30428 Silver Springs, Fla.









1st BU 26 May 45 3300-4350 Sec. N. 41-30428 Silver Spring, Md



1st BU 26 May 45 3300-0-350 Ser. No. 41-30428 Silver Spring, Md



1st BU 26 May 45 3300-0-350 S. N. 41-30428 Silver Spring, Md



3-1876
SAVE

HEADQUARTERS
1st Army Air Forces Base Unit
BOLLING FIELD, D. C.

4

OFFICE OF THE COMMANDING OFFICER

4 June 1945

IN REPLY REFER TO:

360:53

SUBJECT: Report of Aircraft Accident

TO: Commanding General, Headquarters Army Air Forces
Winston-Salem 1, North Carolina

ATTN: Chief, Office of Flying Safety

Forwarded herewith is Report of Aircraft Accident, AAF Form No. 14 on accident involving TB-25D airplane number 41-30428, in accordance with paragraph 48 a, AAF Regulation 62-14.

FOR THE COMMANDING OFFICER:

1 incl.
AAF Form #14
w/attachments

B. K. Bedford
B. K. BEDFORD
1st Lt, Air Corps
Assistant Adjutant

- 27 -

370

MAY 27 8 34 AM '65

AA(M)
AA(A)
AA(E)
file

James
2436

(1) J

A34 TMZ

CG
1BAS
3440

B-25D
CO

WB148

U4

5-26-16

RESEND RESEND RESEND P P P

UAW S V WBF NR2 WD

FROM HUTCHISON COAB BOLLING 270043Z

TO CG ATTN..CHIEF OFFICE OF FLYING SAFETY HQ AAF WINSTOM SALEM NC

CRNC

370

BF-1171E

0 59 E PERIOD 2A2 26 MAY 1945 APPROXIMATELY 1315 EWT 1 MILE NORTH
OF WHITE OAKS MD 2B3 B-25D 41-30428 1ST AAF BU BOLLING FLD DC ACFT
AND ENGINES DESTROYED 2

C2 DUDLEY M OUTCALT COL AC HQS AAF WASHINGTON DC

NO USE OF PARACHUTE INDICATED 2D4 ATTACHED 1ST AAF BU BOLLING FLD DC

2E4 CREW CHIEF W C MOBERLY S/SGT 1ST AAF BU BOLLING FLD DC NO USE OF

PARACHUTE INDICATED CREW CHIEF F A POGORELSKI S/SGT 1ST AAF BU BOLLING

FLD NO USE OF PARACHUTE INDICATED PASSENGR W J KNAUB PRIVATE HOME STA

KEESLER FLD MISS NO USE OF PARACHUTE INDICATED ALL OCCUPANTS KILLED

2F4 UNDERTMINED 2G4 UNDETRMINED 2H4 NONE 2I4 KEESLER FD TO BOLLING FLD

2J4 OFFICAL BUSINESS HQ AAF 2K4 CEILING RAGGED 900 FEET OVERCAST 3500

FEET VIS 4 MILES IN LIGHT RAIN WIND SOUTH 8 2L4 UNDETERMINED 2M4 DGXX

CG AAF NOTIFIED

END 270112Z

45-3-26-16

A/C 4
NF

1/5

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2436

Correction Follows

MAY 26 11 25 PM 1945

A + A(A)
A + A(A)
A + A(E)
Full

QTZ
A23
WB76

UAW5 V VBF NR2 WD
FROM HUTCHISON COAB BOLLING 270043Z
TO CG ATTN CHIEF OFFICE OF FLYING SAFETY HDQ AAF WINSTONSALEM NC

CRNC

BF1171E

@ 59 E PERIOD 2A4 26 MAY 1945 APPROXIMATELY 1315 EWT 1 MILE NORTH OF
WHITEOAKS RD 2B4 B-25D 41-30426 1ST AAF BU BOLLINGFLD DC ACFT AND ENGINES
DESTROYED 2C4 DUDLEY M OUTCALT COL AC HQS AAF WASHINGTON DC NO USE OF
PARACHUTE INDICATED 2D4 ATTACHED 1ST AAF BU BOLLINGFLD DC 2E4 CREW CHIEF
W C MOBERLY S/SGT 1ST AAF BU BOLLINGFLD DC NO USE OF PARACHUTE INDICATED
CREW CHIEF F A POGORELSKI S/SGT 1ST AAF BU BOLLINGFLD NO USE OF PARACHUTE
INDICATED PASSENGER V J KNAUB PVT HOME STA KEESLERFLD MISS NO USE OF
PARACHUTE INDICATED ALL OCCUPANTS KILLED 2F4 UNDERTERMINED 2G4 UNDERTER-
MINED 2H4 NONE 2I4 KEESLER FLD TO BOLLINGFLD 2J4 OFFICIAL BUSINESS HQ
AAF 2K4 CEILING RAGGED 900 FT OVERCAST 3500 FT VIS 4 MILES IN LIGHT RAIN
WIND SOUTH 8 2L4 UNDERTERMINED 2.3///2M4 CG AAF NOTIFIED END

81127

29-
370

28 May 45

73

O/S ACCIDENT ANALYSIS
WINSTON SALEM 1, N. C

REPORTS WEEKLY RPTS

AFAPS I

COMMANDING OFFICER

BOLLING FLD

X

WASHINGTON, D. C

CANter

AFAPS I PD REUR BF DASH ONE ONE SEVEN ONE E PD ADOFF BEFORE THIRTY MAY AND
CG CMA WASH PD MORE INFORMATION CONCERNING TYPE AND CAUSE PAREN MATERIEL FAILURE
OR PERSONNEL ERROR PAREN B DASH TWO FIVE NBR FOUR ONE DASH THREE ZERO FOUR TWO
EIGHT ACCIDENT CMA PILOT COL OUTGALT PD SIGNED PRICE END

ARNOLD

Official business:

R. B. ZEIGLER, Captain, Air Corps
Chief, Reports Branch

- 31 -

370

Relay a copy of this msg
routine to Washington

Info Cys

CG, AAF

AA(A)
AA(A)
file

2613

MAY 29 9 53 AM 1945

W SAL 361 V WA 458 NR 6
FROM CO 1ST AAF BASE UNIT BOLLING FIELD WASHN DC 291343Z
TO CG HQ ARMY AIR FORCES WINSTON SALEM NC
ATTN OFFICE OF FLYING SAFETY
GR 38

O 63 E PD REURTEL AFAFS 1379-I INVESTIGATION THUS FAR REPEAT
THUS FAR INDICATES PERSONNEL ERROR IN ACCIDENT OF B-25D ACFT
41-30428 26 MAY 45 PD CG AAF NOTIFIED END SIGNED HUTCHISON
CO 1ST AAF BASE UNIT BOLLING

30-

BT 291343Z
JS K
R 1352Z KG AR
AR
M

370

5-26-16

A+A(A)
A+A(E)
File

2734

MAY 30 11 12 AM 1945

WSAL 351 V WA458 NR 6
FROM CO 1ST AAF BU BOLLING FIELD WASHINGTON DC 301440Z
TO C G HQ AAF WINSTON SALEM NC ATTN CHIEF OFFICE OF FLYING SAFETY
GR 154 BT

O 67 E PERIOD REFERENCE YOUR TWX AFAFS 1420-I FOLLOEING IS SEQUENCE
OF EVENTS LEADING TO ACCIDENT B-25 AIRCRAFT 41-30428 1256 EWT LAST
KNOWN RADIO CONTACT COMMA POSITION REPORTED AS 5 MILES SE OF RICHMOND
VIRGINIA ALTITUDE 11 THOUSAND FEET COMMA NEXT REPORTED LXX FLYING
LOW IN VICINITY OF WHITE OAK MARYLAND APPROXIMATELY 1310 EWT 14 MILES
NORTH OF BOLLING FIELD HEADING SW PERIOD TESTIMONY OF WITNESS INDICATE
AIRCRAFT PROCEEDONG SW PULLED UP INTO OVRCAST COMMA REPORTED TO BE
FIVE TO SIX HUNDRED FEET IN THAT VICINITY COMMA CHANGED COURSE 270 OR
90 E DEGREES COMMA CHANGING DIRECTION OF FLIGHT TO NW STRUCK KNOLL
COMMA ALTITUDE 380 FEET ABOVE SEA COMMA AT FLAT ANGLE REBOUNDED INTO
AIR AND EXPLODED PERIOD CRASH REPORTED TO BE APPROXIMATELY 1315 EWT
PERIOD INDICATIONS PILOT OVERSHOT THE WASHINGTON RANGE AND DID NOT
MAINTAIN ALTITUDE AND DID NOT FURTHER CONTACT WASHINGTON ATC END

BOYD CO 1ST AAF BASE UNIT BOLLING

- 32 -
370

BT 301440Z

LM K

R 1505Z KG AR THANKS

M

5-26-16

29 May 45

73

OFS ACCIDENT ANALYSIS REPORTS WEEKLY RPTS
WINSTON SALEM 1, N. C

AFAPS I

COMMAND OFFICER
BOLLING FLD, WASH

X

CAM:er

AFAPS I PD REUR ZERO SIX THREE PD ADOFF AND CG GMA WASH PD STATE
SEQUENCE OF EVENTS LEADING TO B DASH TWO FIVE NBR FOUR ONE DASH THREE ZERO FOUR
TWO EIGHT ACCIDENT AND ~~INDICATE~~ ^{INDICATE} SPECIFIC PERSONNEL ERROR AS CAUSE PD
IMMEDIATE REPLY REQUESTED PD SIGNED PRICE END

ARNOLD

Official business:

Info Cy:

CG AAF

R. B. ZEIGLER, Captain, Air Corps
Chief, Reports Branch

Relay a cy of this msg
routine to Washington

- 33 -
370

ROUTING AND RECORD SHEET

TALLY NO.	7913E
FILE NO.	

SUBJECT: Report of Aircraft Accident

TO: Office of Flying Safety DATE 8 June 1945

ACAS, OC&R - Bolling Field Liaison Office COMMENT No. 3

FROM: Major Zacherle/rb/72702

Forwarded for necessary action.

[Signature]
 C. G. BROWN
 Lt. Colonel, A.C.
 Chief, Bolling Field Liaison Office
 ACAS, OC&R

1 Incl.
 Ltr fm 1st AAFBU dtd 6/4/45
 same subj w/1 Incl.

370

O.F.S. FILE 36033 B.25



3-1879
SAVE
RBZ
22

**HEADQUARTERS
1st ARMY AIR FORCES BASE UNIT
BOLLING FIELD, D. C.**

OFFICE OF THE COMMANDING OFFICER

4 Junr 1945

**IN REPLY REFER TO:
360.33**

SUBJECT: Report of Aircraft Accident

**TO: Commanding General, Army Air Forces
Washington 25, DC**

**ATTN: Assistant Chief of Air Staff, Operations, Commitments and
Requirements (Bolling Field Liaison Office)**

Transmitted herewith is Report of Major Aircraft Accident, AAF Form No. 14, on accident involving TB-25D airplane number 41-80428, in accordance with paragraph 48 b, AAF Regulation 62-14.

FOR THE COMMANDING OFFICER:

B. K. Bedford
B. K. BEDFORD
1st Lt, Air Corps
Assistant Adjutant

1 incl.
AAF Form #14
w/attachments

370