

Accident No. 43-5-11-64

Date

Checked by James S 5-27-43

Analyzed by J.W.W. 5-28-

Copied for Wright
Field by

Notes amate for total pilot hours

(Nature Group LANDING -
(
(Specific Nature LANDING - GEAR - FAILURE -
(
(Underlying Nature MAIN - LANDING - GEAR -
(Cause Group 100% MITCHRAFT -
(
(Specific Cause LANDING - GEAR -
(
(Underlying Cause Undetermined -

R1:4-43

WAR DEPARTMENT
MacDill Field, Florida
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT NO. _____

102

(1) Place MacDill Field, Florida (2) Date May 11, 1943 (3) Time 2146 EWT
AIRCRAFT: (4) Type and model B-26C (5) A. F. No. 41-24757 (6) Station MacDill Field, Florida
Organization: (7) III BC: 3 AF (8) 391st Bomb Gr (9) 572nd Bomb Sq (10) 1st Lt.
(Command and Air Force) (Group) (Squadron) (Rank)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
CP	Abernathy, William E.	P	0-731778	1st Lt.	01 01	AC	III BC 3 AF	None	SA
CP	Barker, Fred E.	P	0-738231	2nd Lt.	01 01	AC	"	"	"
W	Johnson, Elmer E.	W	0-732853	2nd Lt.	01 01	AC	"	"	"
W	Glenn, Robert E.	E	13031750	S/Sgt.	20 20	AC	"	"	"
W	Knick, Isaac P.	E	13049895	S/Sgt.	20 20	AC	"	"	"
W	Schultheiss, John J.	G	13080723	Cpl.	20 20	AC	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) Abernathy, William E. (21) 0-731778 (22) 1st Lt. (23) 0-731778
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class)
Assigned (24) III BC - 3 AF (25) 391st Gr (26) 572nd Bomb Sq (27) MacDill Field, Florida
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (28) III BC - 3 AF (29) 391st Gr (30) 572nd Bomb Sq (31) MacDill Field, Florida
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (32) P (33) 10/30/42 Present rating (34) P (35) 10/30/42 Instrument rating (36) 10/30/42
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(37) This type 90.0 (38) Instrument time last 6 months 18.0
(39) This model 4.8 (39) Instrument time last 30 days 3.0
(40) Last 90 days 88.7 (40) Night time last 6 months 23.4
(41) Total 346:04 (41) Night time last 30 days 5.8

AIRCRAFT DAMAGE

DAMAGE	(42) LIST OF DAMAGED PARTS
(43) Aircraft <u>0 4 0</u>	
(44) Engine(s) <u>(1) 04 (2) 04</u>	See attached engineering report.
(45) Propeller(s) <u>W 5 W 4</u>	

(46) Weather at the time of accident Contact - see weather report.
(47) Was the pilot flying on instruments at the time of accident No
(48) Cleared from MacDill (49) To MacDill (50) Kind of clearance Local
(51) Pilot's mission Night navigation.
(52) Nature of accident Landing accident.
(53) Cause of accident Right main landing gear collapsed.
AIRCRAFT - CG 23 SC 67 UC 34

RESTRICTED

DESCRIPTION OF ACCIDENT

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

The pilot made a normal approach to runway 22. He dropped his wheels and flaps and from his testimony, he was satisfied the gear was down and locked in position. The airplane made a normal landing with no excessive strain on the gear. The airplane was on its final roll down runway 22 when suddenly the pilot sensed his right gear folding back into the nacelle or back towards the direction of the nacelle. The excessive strain and weight on the left main gear caused it to also fold back towards the nacelle.

Both main gear folding back let the airplane skid to a stop on its belly.

Statements of the pilots and crew members indicate the gear indicator showed it to be down and locked, however, when the right gear mechanism was checked, it was found to be functioning normally and the hydraulic pressure gauge indicated the hydraulic system was functioning normally. Also, when the airplane was lifted to be carried from the runway, the gear mechanism properly locked the gears into place when the weight was taken off. It is possible the gear did fail but in view of the results of the investigation, it is my opinion the gear was not completely down and locked.

The pilot and his crew all stated the gear indicator said down and locked, therefore, it is difficult to determine just where to place the responsibility.

It is recommended some warning signal be installed on the B-26C to prevent future accidents of this type.

Signature

Lyle F. Johnston
Lyle F. Johnston, (Officer)
Major, Air Corps
Investigating Officer

Date _____

5-11-43 DATE		MacDill Field STATION		391st Bomb (M) GROUP NO. AND TYPE		B-26C AIRCRAFT MODEL	
S/Sgt. Phillips H.E. CREW CHIEF OR AERIAL ENGINEER				572nd Bomb (M) SQUADRON NO. AND TYPE		41-34757 AIRCRAFT SERIAL NO.	

PERM. CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA			
			DUTY	N	I	DUTY	N	I	DUTY	N	I	TERMINALS AND MISSION		
01	572 B Sqd., 391st B Gp O-731778 MacDill		P	N								FROM: Local	19:30	
	Abernathy, William E., 1st Lt.		2:3									TO:	21:45	
01	572 B Sqd., 391st B Gp MacDill Field		OP	N								MISSION:	NO. OF LANDING	
	Barker, Fred E., O-738231., 2nd Lt.		2:3									T	2	2:3
01	572 B Sqd 391st B Gp MacDill Field		N	N								FROM:		
	Johnson, Elmer E. O-732853., 2nd Lt.,		2:3									TO:		
20	572 B Sqd., 391st B Gp MacDill Field		E	N								MISSION:	NO. OF LANDING	
	Glenn, Robert E., 13031750, S/Sgt.		2:3									FROM:		
20	572 B Sqd., 391st B Gp MacDill Field		E	N								TO:		
	Knick, Isaac F., 13049295, S/Sgt.		2:3									MISSION:	NO. OF LANDING	
20	572 B Sqd., 391st B Gp MacDill Field		O	N								FROM:		
	Schultless, John J., 13080723, Cpl.		2:3									TO:		
												MISSION:	NO. OF LANDING	
	Main landing gear folded upon landing											FROM:		
	checked wheel position indicator before landing											TO:		
	and showed wheels down and locked.											MISSION:	NO. OF LANDING	
	Landing was smooth.											FROM:		
												TO:		
												MISSION:	NO. OF LANDING	
	/s/ WILLIAM E. ABERNATHY											FROM:		
	1st Lt., Air Corps											TO:		
	A CERTIFIED TRUE COPY:											MISSION:	NO. OF LANDING	
	<i>Paul F. Johnston</i>											FROM:		
	1st Lt., Air Corps.											TO:		
												MISSION:	NO. OF LANDING	

WAR DEPARTMENT A.A.F. FORM NO. 1 8-2-43	FLIGHT REPORT - OPERATIONS	CHECKED: LEGIBLE AND CORRECT	OFFER CLERK	TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A	CREW CHIEF	TOTAL FLIGHT TIME 2:3
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5-11-43 DATE		MacDill Field STATION		391st Bomb (M) GROUP NO. AND TYPE		B-26C AIRCRAFT MODEL	
S/Sgt. Phillips, H.E. CREW CHIEF OR AERIAL ENGINEER		572nd Bomb (M) SQUADRON NO. AND TYPE		41-34757 AIRCRAFT SERIAL NO.			

PERS. CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLI- CABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA	
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	
	MacDill 0-792029		P								FROM:	
01	JOBE, R.C. 1st Lt. AC 572		3:5	:	:	:	:	:	:	Local	08:00	
	MacDill 0-672082		CP							TO:		
01	Hall, E.L., 2nd Lt., AC 572		3:5	:	:	:	:	:	:		11:30	
	MacDill 0-732884		B							MISSION:	NO. OF LANDING	
01	Mitchell, M.E., 2nd Lt., 572		3:5	:	:	:	:	:	:	T	1 3.5	
	MacDill 18109940		R							FROM:		
20	Burleson, C.A., S/Sgt. 572		3:5	:	:	:	:	:	:			
	MacDill 33201377		R							TO:		
20	Disharoon, N.W., S/Sgt. 572		3:5	:	:	:	:	:	:			
			:	:	:	:	:	:	:	MISSION:	NO. OF LANDING	
	MacDill		P		P	I				FROM:		
01	Loesch, L.F. Capt. 0-420611		3:7	1:0	:	:	:	:	:	Local	13:00	
	MacDill		CP							TO:		
01	Dunn, J.J.W., 2nd Lt., 0-7954 50		4:7	:	:	:	:	:	:		17:42	
	MacDill		B							MISSION:	NO. OF LANDING	
01	Lyon, T.G., 2nd Lt., 0-732872		4:7	:	:	:	:	:	:	T	1 4:7	
	MacDill		R							FROM:		
20	Blau, H.W., S/Sgt. 34162918		4:7	:	:	:	:	:	:			
			:	:	:	:	:	:	:	TO:		
			:	:	:	:	:	:	:	MISSION:	NO. OF LANDING	
			:	:	:	:	:	:	:	FROM:		
			:	:	:	:	:	:	:	TO:		
			:	:	:	:	:	:	:	MISSION:	NO. OF LANDING	
			:	:	:	:	:	:	:	FROM:		
			:	:	:	:	:	:	:	TO:		
			:	:	:	:	:	:	:	MISSION:	NO. OF LANDING	

A CERTIFIED TRUE COPY: *Wyle Y. Johnston*
WYLE Y. JOHNSTON
Major, Air Corps.

WAR DEPARTMENT A. A. F. FORM NO. 1 5-3-35	FLIGHT REPORT - OPERATIONS	CHECKED: LEGIBLE AND CORRECT	OPER. CLERK	TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A	CREW CHIEF	TOTAL FLIGHT TIME 8:2
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572nd Bombardment Squadron
391st Bombardment Group (M) AAF.
Office of the operations Officer.

Subject" Engineer's Statement on damage to B 26 C Airplane.

To: Base Operations Officer, MacDill Field Tampa Florida.

1. This accident happened at MacDill Field Tampa Florida. on may 11, 1943. The airplane was No. 41-34757.

2. We made our final approach to the field at about fifteen hundred feet every thing apparently normal and the ship seemingly in good condition. The pilot gave the signal to lower the wheels and I felt the wheels bump as they came to the stop on the down pos. I then checked the indicator and opened the escape hatch to determine if the wheels were as the indicator showed, the gear was to the best of my knowledge down and locked. Everything was as usual untill after we had made contact with the ground. I felt a slight jar as the wheels hit and then the right wing started to drop as though we were still flying. The pilot raised the wing and ship started to settle on the left side. As soon as the left prop. started to hit the ground I realized that the gear must be collapsing. I reached up and pulled the idle cut-offs as the left engine seemed to be afire. at the same time the pilot cut the master switch and the mag, switches. I then checked the escape hatches to see that they were open. As soon as the ship came to a stop I jumped out to make sure there was no danger from fire. I then got back into the ship and cut the main gas-line switches. By that time the crash truck was there. No one was injured .


Robert E. Glehn S/Sgt.

ARMY AIR FORCES
HEADQUARTERS
62d SUB-DEPOT
OFFICE OF THE ENGINEERING OFFICER

U-3

IN REPLY REFER TO

MACDILL FIELD, TAMPA, FLORIDA

452.1-43

May 19, 1943

TO WHOM IT MAY CONCERN:

1. The following parts were damaged on B-26C airplane #41-34757 due to collapse of main landing gear:

- a. Left and right propellers, all blades damaged beyond repair.
- b. Sudden stoppage of propeller, left engine.
- c. Part of skin ground off and buckles on bottom of fuselage, from station no. 434 1/4 to station no. 624 7/8.
- d. Formers partly ground off, or vent on bottom of fuselage, from station no. 447 1/4 to station no. 624 7/8.
- e. Two antenna masts broken off, right side of tail section of fuselage.
- f. Tail bumper assembly damaged beyond repair.
- g. Right and left camera doors damaged beyond repair.

Irvin F. Pyer
IRVIN F. PYER,
Captain, Air Corps,
Sub-Depot Engineering Officer.

572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP (M) AAF
Office of the Operations Officer

MacDill Field,
Tampa, Florida,
May 17, 1943.

SUBJECT: Pilot's Statement on Damage to B-26-C Airplane.

TO: Base Operations Officer, MacDill Field, Tampa, Florida.

1. This accident happened at MacDill Field, Tampa, Florida, on May 11, 1943. The Airplane was No. 41-34757.

2. We made our final approach to Runway 22 without being able to contact the tower. However, the tower saw us and gave us clearance to land. About three quarters of a mile away and at an altitude of 1500 feet indicated, we lowered our wheels. The landing gear indicator showed the gear down and locked, and we could feel the vibration as the wheels went into place. The Engineer visually checked the nose gear and also checked the landing gear position indicator. I made the approach at 150 miles per hour using fifteen inches of mercury. The landing was extremely smooth, so much so in fact, that when the right main gear started back into the nacelle, I decided I was still in the air and was dropping a wing. I pulled the wing back to normal level position. I could then tell we were on the ground from the feel of the ship. We started veering to the right and I gave it full left rudder and straightened it out. Evidently the left main gear buckled at about that time as the props of the left and also right engines started throwing sparks from the runway. The Engineer cut the gas off by putting the mixture control into idle cut off and I cut the Master Switch. The main fuel shut off valves were closed by the Engineer immediately after the ship stopped. We soon slid to a complete halt and all of the crew got out. The crash wagon was there by the time we came to a stop. The crew was uninjured.

William E. Abernathy

WILLIAM E. ABERNATHY,
1st Lt, AC.

572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP (M) AAF
Office of the Operations Officer

MacDill Field,
Tampa, Florida,
May 17, 1943.

SUBJECT: Co-Pilot's Statement on Damage to B-26-C Airplane.

TO: -Base Operations Officer, MacDill Field, Tampa, Florida.

1. This accident happened at MacDill Field, Tampa, Florida, on May 11, 1943. The Airplane was No. 41-34757.
2. We flew the pattern in the usual manner and made our calls in. After turning on final approach, the Pilot signaled for wheels down. I lowered the handle and felt the shudder as gear dropped. I checked gearflap indicator and it indicated gear down and locked. Pilot signaled for flaps down and I dropped them. The approach was the same as always and I never suspected that anything was wrong until I saw sparks coming off the right prop and felt it leaning slightly. The Pilot immediately raised the rightwing and we rolled on the left wheel alone. It gave away slowly and the nose wheel came down. It was at this time that the Master Switch and idle cut offs were cut by the Pilot and Engineer respectively. We skidded to a stop and I climbed out after the Engineer through the nose wheel well. In my mind it was an unavoidable accident and it was only exceptionally good flying that prevented the crew from receiving injury.

Frederick E. Barker
FREDERICK E. BARKER,
2nd Lt, AC.

572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP (M) AAF
Office of the Operations Officer

MacDill Field
Tampa, Florida
May 17, 1943.

SUBJECT: Navigators Statement on Damage to B-26-C Airplane.

TO : Base Operations Officer, MacDill Field, Tampa, Florida.

1. I was sitting in the navigators seat filling out the rest of my log. Noticed the wheels were let down at 1500 feet and 170 air speed. The next thing I noticed was peculiar attitude of the plane as the right wheel folded after a very smooth landing. Sparks flew from the right prop. The pilot then seemed to pick up the right wing and we went along for about 100 yards before the left prop hit and threw sparks and fire.

2. Due to excellent pilotage no one in the crew was hurt.

E.E. Johnson
E.E. JOHNSON
2nd Lieut., A.C.
Navigator

572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP (M) AAF
Office of the Operations Officer

MacDill Field,
Tampa, Florida,
May 18, 1943.

SUBJECT: Gunner's Statement on Damage to B-26-C Airplane.

TO : Base Operations Officer, MacDill Field, Tampa, Florida.

1. This accident happened at MacDill Field, Tampa, Florida, on May 11, 1943. The Airplane was No. 41-34757.

2. I was sitting beside the putt-putt, holding on to the foot rest of the upper turret. I felt the right wheel hit the ground, then the plane seemed to keep falling to the right; then the plane leveled off. The next thing I knew the plane was bouncing along the runway, I lost my grip on the foot rest and fell back against the camera frame. I got myself into an upright position; looked out the windows, and I saw sparks flying all around. When the plane came to a stop, I took out one of the side windows and climbed out. I ran to the front of the ship to see if anyone was hurt. Everyone was allright, only a little shaken up. I, myself, was a little scared when it was all over.

JOHN SCHULTHEISS,
Cpl., AAF

John Schultheiss

DETACHMENT FOURTH WEATHER SQUADRON
MacDill Field, Tampa, Florida

May 21, 1943.

SUBJECT: Weather Conditions at MacDill Field on May 11, 1943.

TO : Base Operations Officer, MacDill Field, Florida.

1. The general weather conditions in the vicinity of MacDill Field, Florida, during the evening of May 11, 1943, were high broken to overcast cirrostratus and altocumulus clouds, with scattered to broken stratocumulus clouds at 1800-3000 feet. Visibility was five (5) to seven (7) miles with light smoke. The surface wind was South to Southwest twelve (12) to seventeen (17) miles per hour.

2. Following are certified true copies of the MacDill Field weather observations at the times shown on May 11, 1943:

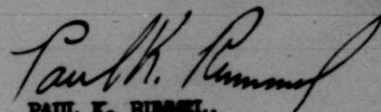
TIME(EWT)

1930 @/3007 129/80/71+77/991

2030 1805K- 135/79/71+78/993

2130 E1805K- 135/78/72+72/993

2230 @/7 139/78/72+74/994


PAUL E. RUSSELL,
Captain, Air Corps,
Station Weather Officer.

~~RESTRICTED~~

HEADQUARTERS AIR BASE AREA COMMAND - MACDILL FIELD, FLORIDA
OFFICE OF THE AREA COMMANDER

G-gmk

In reply refer to:
000.93

TAMPA, FLORIDA
May 22, 1943.

SUBJECT: Technical Report of Aircraft Accident.

TO : Commanding General, Army Air Forces, Washington, D.C.

Inclosed herewith is AAF Form No. 14 covering aircraft accident occurring at MacDill Field, Tampa, Florida, May 11, 1943, involving B-26C airplane No. 41-24757, pilot - 1st Lt. WILLIAM E. ABERNATHY, AC, 572nd Bomb Squadron, 391st Bomb Group, MacDill Field, Tampa, Florida.

For the Area Commander:

Roger Hicks
ROGER HICKS, JR.
1st Lt., A.C.
Adjutant

1 Incl:
Technical Report.

RECEIVED

1943 MAY 24 PM 2 29

HQ. A. A. F.
DIR. FLYING SAFETY

~~RESTRICTED~~

May 18, 1943.

5th nd. Bomb.

391st. Bomb.

To who it may concern:

I certify that the following statements are true to my knowledge. It involves the crash on May 11, 1943 at 2210.

We were coming in for a landing after being cleared by the tower, when we hit the runway 22 to the south-west it seems to me that everything was alright until about 25 yards, then things began to happen----- the right landing gear gave way slowly and then by the shrewdness of the pilot or rather the keen thinging of the pilot, the weight of the plane was thrown to the nose wheel and to the left landing gear. We rode that way for a short distance, and then the nose wheel flattened by the weight and the non-straightened of the wheel. (I judge) By that time we were nearly stopped and the ¹ left landing gear gave way. Sparks were everywhere since the right landing gear's props hit the runway. I made for the navigator's hatch, but was only in the way of the engineer who was busy helping the other crew members. I think that it would be an entirely different story if the whole crew had not worked together to the best advantage that could be rendered or be done.

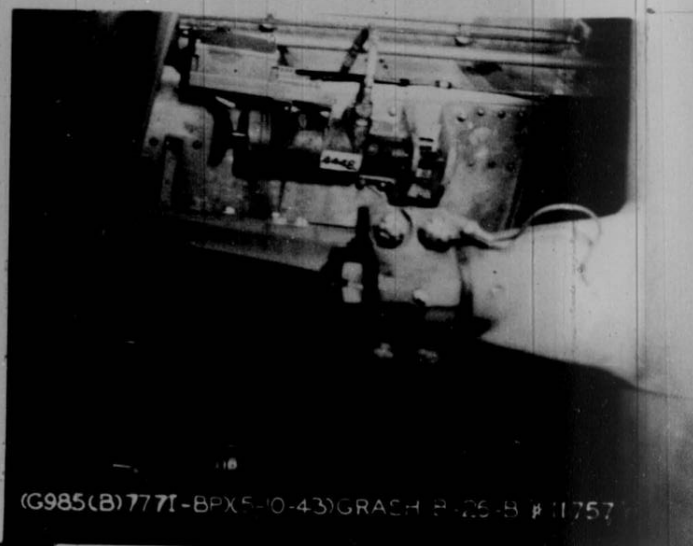
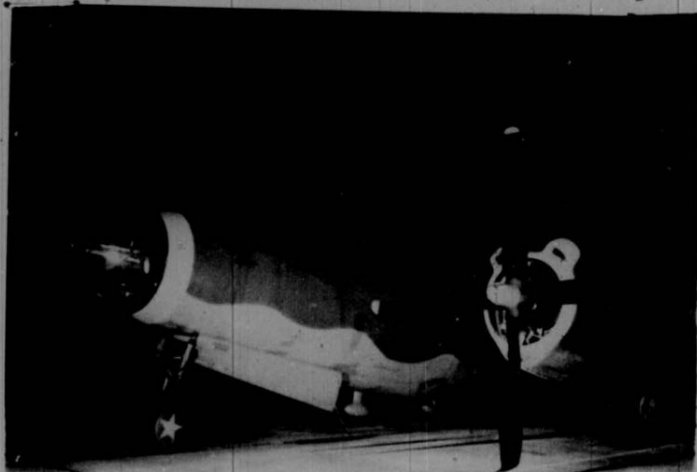
I hereby state that this is my story and not someone else's story.

Radio operator,

Signed,

S/SGT. Isaac F. Knick

Isaac F. Knick



(G985(B) 777I-BPX5-10-43) GRASH P-25-B # 11757



(G985(C) 777I-BPX5-10-43) GRASH P-25-B # 11757

5/28

43-5-11-64

GPK/CB/ava

AFCDF

SUBJECT: Technical Report of Aircraft Accident Classification Committee
in Case of William E. Abernathy, 1st Lt., Airplane B-26C,
Number 41-24757, May 11, 1943.

TO: Commanding Officer, MacDill Field, Tampa, Florida.

It is requested this office be furnished total pilot hours
as of May 11, 1943 for William E. Abernathy, 1st Lt., involved in the
above accident.

For the Commanding Officer:

A C T I O N S H E E T

SUSPENSE

FILE NUMBER 360.33

CONTROL NUMBER 353

June 10, 1943

319:5-43

201-Abernathy, William E. (0)

HEADQUARTERS MYRTLE BEACH BOMBING RANGE, Myrtle Beach, S. C., June 10, 1943

TO: Commanding Officer, Army Air Forces, Flight Control Command,
Winston-Salem, N. C.

Attention invited to preceding 4th Indorsement.

For the Commanding Officer:



RECEIVED
MG. AAF., DIRECTOR
OF FLYING SAFETY

H. W. Booth
H. W. BOOTH,
Captain, Air Corps,
Adjutant.

Evil
3534
1306

560,33

6/10/43

201-Abernathy, William E. (O) 4th Ind.

LFL/jmf.

Hq, 572nd Bomb Sq, 391st Bomb Gp (M) AAF, MBER, Myrtle Beach S.C. June 7, 1943.

TO: CO, 391st Bomb Gp (M) AAF, MBER, Myrtle Beach, S. C.

1. In compliance with the basic communication the following is William E. Abernathy, 1st Lt., total Pilot Hours. (in tenths of hours)

Total B26 Time	
Co-Pilot-----	55.2
Pilot-----	91.0
	146.2
Day-----	120.5
Night-----	25.7
Instrument----	18.0

Total Training Time

200.2

Total Time----- 346.4

For the Squadron Commander:

L. F. Loesch
L. F. LOESCH,
Captain Air Corps,
Operations Officer.

201-Abernathy, William E. (O)

5th Ind.

B-p-p

Hq, 391st Bomb Gp (M) AAF, MBER, Myrtle Beach, SC, June 9, 1943.

TO: CO, MBER, Myrtle Beach, SC.

Attention invited to preceding indorsement.

For the Group Commander:

David S. Blackwell
DAVID S. BLACKWELL,
Major, Air Corps,
Executive.

360.53

6/17/43

572
201-Abernathy, William E. (O)

2nd Ind.

WCB/HWB/bm

HEADQUARTERS MYRTLE BEACH BOMBING RANGE, Myrtle Beach, SC., June 5, 1943

TO: Commanding Officer, 391st Bomb Group, Myrtle Beach Bombing Range, Myrtle Beach, SC.

H. W. B.
H. W. B.

201-Abernathy, William E. (O)

3rd Ind.

G-p-p

Hq, 391st Bomb Gp (M) AAF, MEBR, Myrtle Beach, S. C., June 5, 1943.

TO: CO, 572nd Bomb Sq, 391st Bomb Gp (M) AAF, MEBR, Myrtle Beach, S. C.

For compliance with basic communication.

By order of Colonel WILLIAMS:

Edward N. Koenig
EDWARD N. KOENIG,
1st Lt., Air Corps,
Adjutant.

ARMY AIR FORCES
HEADQUARTERS FLIGHT CONTROL COMMAND
WINSTON-SALEM, NORTH CAROLINA

GPK/CB/ava

AFCDP 360.33

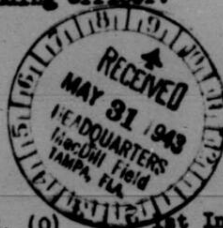
MAY 28 1943

SUBJECT: Technical Report of Aircraft Accident Classification Committee
in Case of William E. Abernathy, 1st Lt., Airplane B-26C,
Number 41-24757, May 11, 1943.

TO: Commanding Officer, MacDill Field, Tampa, Florida.

It is requested this office be furnished total pilot hours
as of May 11, 1943 for William E. Abernathy, 1st Lt., involved in the
above accident.

For the Commanding Officer:



John D. Mack
JOHN D. MACK
2ND LT., A. G. D.
ASST ADJUTANT GENERAL

201-Abernathy, William E. (O) 1st Ind.

HEADQUARTERS AIR BASE AREA COMMAND, MacDill Field, Florida, May 31, 1943.

TO: Commanding Officer, 391st Bomb Group, THRU: Commanding Officer,
Myrtle Beach Bombing Range, South Carolina.

Forwarded as a matter pertaining to your command.

For the Commanding Officer:



W. W. Kirk
W. W. KIRK,
WO (jg) AUS,
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