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Accident No. 43-6-11-12

Date

Checked by [illegible] 6-29

Analyzed by RC 7-1

Copied for Wright Field by

Notes Copy for Wright Field
Attention Col Chapman
Photo Copy Form 14 routed Wright Fld. 9-22-43
" " " " " Patterson Fld. 9-22-43
L.a.

(Nature Group 05 Forced landing
(
(Specific Nature 23 Unsuitable Terrain
(
(Underlying Nature 20 Engine failure due to material failure

(Cause Group 13 Power plant
(28 Aircraft Structure
(Specific Cause 14 Lubrication system
(81 Miscellaneous - Bomb bay tank release mechanism
(
(Underlying Cause 84 Undetermined 388:6-43

84 Undetermined

WILLIAM D. TERRY, JR.

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WAR DEPARTMENT
A. F. Form No. 14
(Revised May 15, 1942)

Accident No. Blaine 43-6-11-12

WAR DEPARTMENT
Bowman Field, Ky
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT
GROUP I

52-179 045

(1) Place Bloomfield, Kentucky (2) Date June 11, 1943 (3) Time 1615 CWT

AIRCRAFT: (4) Type and model B-26 B20 (5) A. F. No. 41-31754 (6) Station Myrtle Beach, South Carolina

Organization: (7) 3rd Air Force (8) 391st Med Bomb (9) 573rd Bomb Squadron 4277
(Command and Air Force) (Group) (Squadron)

3 BOM PERSONNEL 391 BM 573 BM (DET)

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Personnel Class (15)	Branch (16)	Air Force or Command (17)	Result to Personnel (18)	Use of Parachute (19)
P	LJUNGGREN, ERNEST N.	P	O-25232	Major	00	AC	3rd AF	Major 3	No
CP	REICHENBERGER, PAUL J.	P	O-793172	1st Lt	01	AC	3rd AF	Fatal 4	No
X	HODGES, CHARLES B.	X	O-917817	Capt	01	AC	3rd AF	None 1	Yes B
N	MOSSER, WILLIAM W.	B	O-733216	2nd Lt	01	AC	3rd AF	Minor 2	Yes B
X	FULLER, KENNETH C.	CP	O-669698	2nd Lt	01	AC	3rd AF	Minor 2	Yes B
R	PERRY, JOHN (NMI)	RG	31131714	T/Sgt	38	AC	3rd AF	Fatal 4	Yes B
N	DICKEY, REX E.	RO	6633731	S/Sgt	38 32	AC	3rd AF	Fatal 4	Yes B
G	HARDY, JOHN J.	RG	31140284	S/Sgt	38	AC	3rd AF	Major 3	Yes B

PILOT CHARGED WITH ACCIDENT

(20) LJUNGGREN (Last name) ERNEST (First name) N (Middle initial) (21) O-25232 (Serial number) (22) Major (Rank) (23) 00 (Personnel class) (24) AC (Branch)

Assigned (25) 3rd AF (Command and Air Force) (26) 391st Med Bomb (Group) (27) 573rd Bomb Sqdn (Squadron) (28) Myrtle Beach, S.C. (Station)

Attached for flying (29) 3rd AF (Command and Air Force) (30) 391st M Bomb (Group) (31) 573rd Bomb Sqdn (Squadron) (32) Myrtle Beach, S.C. (Station)

Original rating (33) P (Rating) (34) 3-23-40 (Date) Present rating (35) P (Rating) (36) 3-23-40 (Date) Instrument rating (37) 3-1-43 (Date)

RC 7-1-43

First Pilot Hours:
(at the time of this accident)

(38) This type	B 26	146.5	(42) Instrument time last 6 months		10.5
(39) This model	B 26B20	32.9	(43) Instrument time last 30 days		1.5
(40) Last 90 days	B 26	108.6	(44) Night time last 6 months		17.6
(41) Total	All types	1921.7	(45) Night time last 30 days		6.7

AIRCRAFT DAMAGE

	Damage		(49) List of Damaged Parts
(46) Aircraft	W		
(47) Engine(s)	W	W	
(48) Propeller(s)	W	W	

(50) Weather at the time of accident 111730E LV C 33Ø4HK- 146/83/69+6/996 00
111730E NA C 45Ø 129/91/67+10/992

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Myrtle Beach, S.C. (53) To Godman Fld, Ky (54) Kind of clearance Contact Ø
4277 5248

(55) Pilot's mission Administrative cross-country from Myrtle Beach to Godman Field to participate in maneuvers. 86

(56) Nature of accident Forced landing and subsequent explosion and burning of the ship.
NG 31 40
5 23 20

(57) Cause of accident Engine failure and failure of bomb bay tanks to drop after being released.
80% Power Plant CG 54 84
20% Aircraft Structure 28 31 24

RESTRICTED

16—28757-2

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DESCRIPTION OF ACCIDENT

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

The Aircraft Accident Committee finds as follows:

1. At the time of the accident Major ERNEST N. LJUNGGREN, 1st Lt PAUL J. REIDLEBERGER, Capt CHARLES B. HODGES, 2nd Lt WILLIAM W. MOSSER, 2nd Lt KENNETH C. FULLER, T/Sgt JOHN (NMI) PERRY, S/Sgt REX E. DICKEY, and S/Sgt JOHN J. HARDY, were acting in line of duty under provisions of AR 95-15, and in pursuance of Operations Order No. 5, dated 11 June 1943.

2. Investigation fails to disclose evidence of any careless or negligent acts or omissions on the part of the crew and passengers in the B-26-B20, No. 41-31754, on or about June 11, 1943.

3. At the time of the accident Major ERNEST N. LJUNGGREN, was in the exercise of excellent judgement and technique.

4. At the time of the accident personnel were injured to the extent indicated on attached medical report. (Incl. # 9).

5. The aircraft burned after coming to rest. There were several explosions. The aircraft was a complete washout.

6. The aircraft made a forced landing due to engine failure and failure of bomb bay tanks to salvo when control was operated.

7. All signal and Ordnance property on board were completely destroyed.

It is the opinion of the Aircraft Accident Committee.

1. That the aircraft accident resulted in property damage to civilian property amounting to approximately $152.50.

2. That the accident resulted in a complete wreck of B-26-B-20 No. 41-31754.

3. That the accident resulted from a failure of material, in that the engine failed and the bomb bay tanks failed to salvo.

4. Conditions of aircraft made it impossible to determine any attmpt of sabotage.

RECOMMENDATIONS: None.

9 Incls:
Incl 1 - Statement (Ernest N. Ljunggren).
Incl 2 - Statement (M. W. Seay Sr.).
Incl 3 - Statement (Perry Waldredge).
Incl 4 - Statement (Thomas A. Seay).
Incl 5 - Statement (William W. Mosser)
Incl 6 - Statement (Kenneth C. Fuller)
Incl 7 - Statement (Charles B. Hodges, Jr.)
Incl 8 - Photographs.
Incl 9 - Flight Surgeon's Report.
Incl 10- Copy of TWX.

RECEIVED
JUN 24 1943
HQ AAF DIRECTOR OF FLYING SAFETY

Signature Thomas B Brown
THOMAS B. BROWN, Major, AC
Senior Member, Aircraft Accident Committee

Cecil L. Folmar
CECIL L. FOLMAR, Major, AC
Member, Aircraft Accident Committee

Gerald J. Fusco
GERALD J. FUSCO, Major, AC
Member, Aircraft Accident Committee

Date June 19, 1943.

U. S. GOVERNMENT PRINTING OFFICE

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STATEMENT

18 June 1943
Bowman Field. Ky

B-20

I, Major ERNEST N. LJUNGGREN, O-25232, pilot of B-26, #41-31754, left Myrtle Beach, South Carolina for Godman Field, Kentucky on the afternoon of June 11, 1943. When the ship took off both of the engines were checked. We flew over the mountains thru a pass near Ashville to stay on contact until we were over the hills and ridges, because one engine had cut out twice but continued to run, (this is not unusual in this type aircraft and nothing to become alarmed about). Just over the mountains the left oil pressure gauge started to fluxuate back and forth over a range of 10 pounds. There was no noted change in oil temperature so thought it was only a failure in the gauge.

Then we discussed whether or not to continue on to Godman or to change to Knoxville, the engines seemed all right and there was no undue leakage of oil or vibration so we decided to continue on to Godman. Then slight loss of oil pressure dropped to 20 pounds on the left engine. I checked position with the other plane and asked for course to Godman and started to Godman. Went for better than ten minutes on 20 pounds oil pressure, the oil temperature barely started to rise, then the left engine quit. When the engine quit for good I immediately feathered the props, and tried to maintain altitude. The manifold pressure on the right engine was increased to 40 inches and 2350 rpm, the air speed was 140 miles per hour. I told the crew to dump the luggage out, to salve the bomb bay tanks, and bail out. Right then we hit a down draft and started losing altitude at the rate of 250 feet per minute. We tried to salve the tanks with the emergency salve lever. The co-pilot then went into the nose and put the doors in open position, came back and was watching the other members of the crew get out, there was a couple of them still in the ship and I told them to stay aboard until we got over the next hill because it was too low. I was to busy with the airplane to see whether the co-pilot was strapped in his seat. When we got over the hill I tried to land the airplane in a field, cut the right motor off to make the ship land straight, was headed for a hill and pulled the nose up, the plane stalled just above the ground and hit the ground tail first. I don't remember a thing that happened after the ship stalled.

There was no bomb sight in the plane, the air bottle did not release. I remember seeing some one try to help the co-pilot release the air bottle. but I was so busy with the controls I could not see who it was.

/s/ Ernest N. Ljunggren,
Major, Air Corps.

A TRUE COPY:
James A. Guild
JAMES A. GUILD,
F/O, Air Corps,
Asst Operations Officer.

Incl #1

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STATEMENT

June 12, 1943

I was working in an adjoining field about 100 yards from where the ship crashed. The first time I saw the airplane was when I noticed a chute open about 3 miles southeast of where the ship hit. As well as I could remember I saw 5 parachutes. The ship kept flying level but was losing altitude until it hit the ground. From the front view as it approached me I don't believe the ship was on fire in the air as I saw no fire or smoke until the ship exploded after the crash. I believe the ship hit the ground tail first and slid up the hill until it exploded.

/s/ M. W. Seay Sr.,
M. W. SEAY SR.,
Route# 1.
Bloomfield, Ky.

A TRUE COPY:

Charles C. Katte
CHARLES C. KATTE,
Captain, Air Corps,
Asst Operations Officer.

Incl #2

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STATEMENT

June 12, 1943

I was working in a field about 500 feet north of where the ship crashed. I first noticed the ship coming at me about 2 or 3 miles away and chutes coming out of it. I saw three chutes open from the ship. I saw no smoke or fire from the ship as long as it was in the air. The crest of the hill prevented me from seeing where the ship first hit the ground. I ran to the top of the hill just as the ship skidded to a stop and exploded. When I first got to the top of the hill the ship was all together except one motor had torn off. Almost instantly the ship exploded and started to burn. I saw a man reeling about in the fire along one wing and I called to him 3 times but he did not seem to hear me. He tried to go back into the fire a couple of times but he would stagger back from the fire. I finally ran up and took him by the arm and led him away. It sounded to me like another man was moaning in the fire. There was so much fire and smoke I couldn't see indide the wreck. I took the man to a small tree about 50 yards from the wreck and laid him down as he was about to pass out.

There was series of small explosions until the ship had burned out. The pilot of the ship came thru the trees he had to dip the wings to get the airplane thru, just before he came over the trees I saw one man leave the ship but the chute never opened it just streamed out behind him.

A TRUE COPY:

James A. Guild

JAMES A. GUILD,
F/O, Air Corps,
Asst. Operations Officer.

/s/ Perry Aldredge,
PERRY WALDREDGE,
Route # 1
Bloomfield, Ky.

Incl #3

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STATEMENT

June 12, 1943

I was working in a field about 100 yards from where the ship crashed. I saw the ship from about two miles off and men were jumping out in chutes, then as long as the ship was in the air I could see no fire or smoke. But the ship was approaching head on and it was hard to tell, as the ship came in real low it turned in line with the field. It hit flat and skidded up to the top of the hill and stopped and exploded almost immediately. I saw Mr. Waldridge run into the fire and lead a man out. I left them to go take care of a woman who had fainted.

I could not tell whether the chute of the last man who jumped opened up or not.

A TRUE COPY:

James O Guild

JAMES A. GUILD,
F/O Air Corps,
Asst. Operations Officer.

/s/ Thomas A. Seay,
THOMAS A. SEAY,
Route # 1,
Bloomfield, Kentucky.

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STATEMENT OF LT MOSSER

Questions and answers between Aircraft Accident Committee and Bombardier.

MAJOR BROWN:

Q. What is your name?

A. Lt William W. Mosser, O-733216.

Q. Were you in aircraft B-26, #41-31754 the afternoon of June 11, 1943.

A. Yes.

Q. From what station did you clear?

A. Myrtle Beach, South Carolina.

Q. What was your destination?

A. Godman Field, Ky.

Q. At what time did you know that there was something wrong with the engine?

A. At 3:45--1545 CWT.

Q. Where was your position?

A. In the nose.

Q. What were your duties?

A. Acting as navigator.

Q. How did you get the information regarding the engine trouble?

A. By phone from the co-pilot.

Q. What else did he tell you?

A. Prepare to salvo bomb-bays. I cut the safety wires with a pair of pliers before leaving the nose.

Q. Did anyone say anything about chutes?

A. No. Everyone took it upon themselves to put them on when the alarm was sounded.

Q. Did you put yours on?

A. Yes, after I left the nose.

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Q. When did you leave the nose?

A. Immediately after the engine cut out.

Q. Did you jump from the nose?

A. No. I jumped from the aft bombbay.

Q. What then?

A. I started to jump but received order to hold it.

Q. Did you hear the engine missing at this time?

A. I could hear the right engine still running.

Q. What would you guess the altitude to be?

A. The altimeter in the Navigators compartment showed 2000 ft. before I left for the bombbay.

Q. What signal did you get then to jump.

A. The emergency alarm had been sounded.

Q. You had authority to jump when the bell rang.

A. Yes.

Q. When did you jump?

A. After I left the nose I handed my chute to Lt. Fuller who was acting as passenger and after I entered bombbay he gave it back to me. Then I put chute on and jumped.

Q. When did you pull the rip cord?

A. I jumped with cord in my hand and pulled as soon as possible.

Q. Where were you when chute opened?

A. Barely above the ground.

Q. Were you hurt?

A. No. Legs a bit sore.

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Q. Did you fall when you hit?

A. No. Kept feet threw off chute and started running.

Q. You started for the airplane.

A. Yes. I started for the plane and caught up with Capt. Hodges, who jumped after I did.

Q. Did you get to the plane.

A. Yes. On the way we stopped to take care of S/Sgt Dickie and T/Sgt Hardy. They were both too badly injured to be moved. S/Sgt Dickie looked as if he were injured internally. Someone went to telephone for help. Capt. Hodges talked to Hardy and he claimed he couldn't feel anything in his legs.

Q. Did you remove their chutes?

A. No.

Q. Were they in a valley?

A. Yes.

Q. Was there any wind?

A. No. There was no danger of their chutes dragging them.

Q. What did you find when you reached the airplane.

A. The plane was on fire. Someone was standing there and said they had taken the Major to the hospital. Bombays were on fire and the ammunition was exploding. I couldn't get near the ship. I talked to some woman who reported hearing moans in the brush near by. I went over to investigate thinking it might be the co-pilot. I found nothing and decided that it was S/Sgt Dickie she heard.

Q. Then what did you do?

A. I went back to Dickie and Hardy to talk to them until the ambulance came. Then I went to direct the ambulance to the spot.

Q. After the men were taken care of what did you do?

A. Perry accompanied Dickie to Bloomfield. Fuller went with Hardy. Capt. Hodges remained with the airplane and I started after the luggage.

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Q. Was the luggage dropped from the plane prior to the crash?

A. Luggage was on bombbay doors and fell out when doors were opened.

Q. Do you have anything else to add.

A. The time when we were standing by the bombbay doors opened and closed quickly, evidently caused by the release of the air bottle. The co-pilot then climbed back into the nose and opened them again.

Questions asked by MAJOR FOLMAR:

Q. Did they feather the props when the engine quit?

A. I couldn't tell.

Q. Had the props stopped revolving?

A. I think so.

Q. Did they cut the switches?

A. I don't know.

Q. Did he increase the manifold pressure of right engine to maintain altitude?

A. I couldn't tell.

Questions asked by MAJOR BROWN:

Q. Was any attempt made to salvo bombbays?

A. I had already cut safety wires, before leaving the nose, the co-pilot should have been able to salvo the bombbay tanks.

Q. Did they have a bombsight in the ship?

A. No.

Q. Did you change course?

A. Yes, we changed course from 320 to 270 and attempted to find Bowman Field, fifteen minutes before engine gave out pilot was expecting trouble.

Q. You headed for the nearest field?

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A. Yes.

Questions asked by MAJOR POLMAR:

Q. Did you notice whether the left motor was on fire after it stopped.

A. I couldn't tell for sure but don't think it was.

Q. Did you see any oil streaming out of motor after it stopped?

A. No.

Q. Was the Major acting as first pilot.?

A. Yes he was.

Questions asked by MAJOR BROWN:

Q. Was there any ammunition in the plane?

A. There wasn't any in sight but the only way to tell was to open the boxes.

Q. Could the explosions have been oxygen tanks rather then ammunition?

A. Yes, but there were to many of them.

Q. How many did you hear?

A. Twenty or so.

William W. Mosser

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STATEMENT

Questions and answers between Aircraft Accident Committee and Lt. Fuller.

MAJOR BROWN:

Q. What is your name?

A. Lt. Kenneth C. Fuller, O-669698.

Q. Were you in aircraft B-26, #41-31754 the afternoon of June 11, 1943?

A. Yes.

Q. From what station did you clear?

A. Myrtle Beach, South Carolina.

Q. What was you destination?

A. Godman Field, Ky.

Q. At what time did you know that there was something wrong with the engine?

A. I have no idea, since I was not wearing a watch at the time.

Q. Where was your position?

A. In the navigators compartment.

Q. What were your duties?

A. Passenger.

Q. How did you get information regarding the engine trouble?

A. By observation of the instruments.

Q. After noting the trouble what did you do?

A. Nothing, just sat there.

Q. Did anyone say anything about chutes?

A. Yes, the pilot said to be sure all parachutes were on.

Q. Did you put yours on?

A. Yes.

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S T A T E M E N T

Q. When did you leave the navigator's compartment?

A. When the order came to abandon ship.

Q. From where did you jump?

A. From the forward part of the forward bomb bay.

Q. Did you hear the engine cut out?

A. No.

Q. What was the altitude?

A. The indicated altitude was around 1500 feet.

Q. Did you receive another signal to jump?

A. After the alarm sounded I think I was the first one to leave the ship.

Q. When did you pull the rip cord?

A. I waited until I was clear of the ship and then pulled the cord.

Q. Where were you when your chute opened?

A. Had to spill my chute to miss a barn.

Q. Were you hurt?

A. No. Legs were a bruised a little.

Q. What happened then?

A. Dismantled chute and ran to a farm house. I could see smoke, but not the ship. The farmer took me in a car to where the ship landed.

Q. Who was there when you got there?

A. I saw Sgt. Dickey on my way, he was too badly hurt to be moved and people keeping the sun off him with his chute so I ran on toward the ship, saw Lt. Mosser, Capt. Hodges, Sgt. Perry. Hardy was in an ambulance and I got in and went with him, bystnaders reported that the pilot had been taken to town. When I got to the hospital I saw Major Tjunggren. Some one said there was not a guard on the ship, so I went by the Deputy's office got a shot gun and shells and returned to the ship where I remained until the officers from Bowman Field arrived.

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MAJOR POLMAR:

Q. Did they feather the props when the engine quit?

A. I think the engine was still running when I left the ship. but I think the props were feathered on the engine before it hit the ground.

Q. Did they cut the switches?

A. I don't know.

Q. Did he increase the manifold pressure of the right engine to maintain altitude?

A. The manifold pressure was increased to 40 inches or over, but the air speed was to low to maintain altitude.

MAJOR BROWN:

Q. Was any attempt made to salvo bomb bay tanks?

A. Major Ljunggren opened the emergency release but the bomb bay tanks were not salvoed and the doors closed immediately. Then the co-pilot went forward and put bomb bay door release in salvo position, therefore, the tanks should have been salvoed, but they were not. Had the tanks been salvoed I beleive that every one could have gotten out of the ship.

Q. Before you bailed out was there anything said about the condition of the ship?

A. The oil pressure was lower than average but not at a danger point.

Q. Did they change course?

A. The course was changed from 320 to 270. Visibility was bad and all of us who could see had been looking for Middlesboro airport, but we never saw it.

Q. Did you notice whether the left motor was on fire or not?

A. No, it was not on fire.

Q. Did you see any oil running out of the motor after it stopped?

A. Oil was running out slowly but not dangerously so.

Q. Was there any amunition in the plane?

A. There was some 50 calibre amunition, but I have no idea how many rounds there were.

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Q. Was there a bombsight in the plane?

A. I don't know.

Q. When did you last see the oil pressure?

A. Just before I left the ship.

Q. What was the oil pressure then?

A. About 15, normal average is 60 to 90.

A TRUE COPY

/s/ Kenneth C. Fuller
KENNETH C. FULLER,

Thomas B. Brown
THOMAS B. BROWN,
Major Air Corps,
Operations Officer.

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391st BOMBARDMENT GROUP
OPERATIONS (TEMPORARY)
Godman Field, Fort Knox, Kentucky

June 12, 1943

SUBJECT: Statement Regarding Crash of Aircraft B-26, Number 754, on June 11, 1943.

TO: Major Brown, Crash Board, Bowman Field, Louisville, Kentucky.

On June 11, 1943 at 1530, I took off from Myrtle Beach Bombing Range, Myrtle Beach, S.C., as a passenger on the subject plane. We were on a scheduled flight to Godman Field, Fort Knox, Ky. Major Ernest Ljunggren, the pilot of this plane, was C. O. of the flight of B-26's headed for Godman Field for a six-day maneuver period.

About thirty minutes after leaving Myrtle Beach on a direct course to Godman Field, we climbed to about 8000 feet and held that altitude until we had passed the peak of the Smoky Mountain Range. Just as we passed the highest part of the range, at 1720 EWT, I saw a flutter of the oil pressure indicator needle for the left engine. (I had been watching the instrument panel over Major Ljunggren's shoulder for about fifteen minutes). I started to call this fluttering of the needle to the Major's attention but he had already seen it and he asked his co-polit, Lt. Reidleberger, for the heading to the nearest airport. Lt Reidleberger consulted with the navigator, Lt. Mosser, who was riding in the nose then gave the Major the course to Bowman Field which was the nearest field to us. The Major immediately changed to this heading.

I stepped back into the radio operators compartment and looking out, saw oil streaming off the bottom of the left engine nacelle. The engineer, Sgt. Dickey, also saw this and reported it to the pilot.

I stayed in the forward part of the ship until 1730. (Eastern war time is used throughout this statement). At this time, Major Ljunggren told me to go to the rear of the ship where I had been riding for the first part of the trip, and to tell the rest of the crew to fasten their parachutes. As I left the forward part of the ship, I saw that the left engine was still holding it's cruising manifold pressure of 32 and r.p.m. of 2200, but that the oil indicator needle was down and fluttering widly. We were still at an altitude of about 6500 feet.

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After taking my position in the rear of the ship with tail-gunner, Sgt. Hardy, I could no longer see the instruments so I cannot give a first hand account of the action of the engines or of the rate of our loss of altitude from 1730 on. By looking out of the waist gun windows I could see that we were still over very rugged terrain (the foothills of the mountains) and that our altitude seemed to be less. We were all on interphone and at about 1745, Major Ljunggren called me on the interphone and asked me to check our parachutes again. From this I assumed that the engines were failing and that he was getting doubtful of making Bowman Field.

By this time I could see that we were getting out of the foothills and into more rolling country. I would have estimated our altitude at this time (1745) at about 3000 feet. From this time on, the ship seemed to be losing speed and altitude a little more rapidly.

At about 1800, the "abondon ship" warning bell rang and I climbed through the door into the rear bomb bay and stood on the cat walk. Sgt Hardy was directly behind me. The rear bomb bay doors opened and I could see the land beneath us. I would have guessed our altitude at 1000 to 1200 feet.

The fron bomb bay doors opened almost immediately thereafter and the luggage fell out (as it did when the rear bomb bay doors opened). I saw Lt. Fuller and Lt. Mosser climb through the door from the forward part of the ship out the cat walk on the forward bomb bay. Then (about 90 seconds after they had opened) the front bomb bay doors closed again. (I understand that that is the action when the emergency release is pulled.) However, the bomb bay tanks did not release and fall out as they should have with that procedure.

I could see that Fuller and Mosser were going to have difficulty getting out with the bomb bay tanks still in position so I continued standing on my cat walk to see if I could be of help. The front bomb bay doors opened the second time just a few seconds after they had closed. Lt. Mosser took off his parachute so that he could get through the comb racks to the rear of the front bomb bay where there was a little more room. He re-fastened his parachute and then Lt. Fuller went out and Lt. Mosser almost immediately after. I could see both of their parachutes open. Next, Sgt. Perry got into the front bomb bay, and with the aid of Sgt. Dickey, got out and I saw his parachute open. Then I went out. With the bomb bay floors open we were losing speed and altitude rapidly so that instead of 1200 feet as there had been at the beginning, there was perhaps 500 feet when I jumped.

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I pulled my rip cord immediately and my parachute opened. As I came down I could see Sgt. Hardy and Sgt. Dickey jump. They seemed to delay in pulling the rip cord as their parachutes did not open until they were only 20 or 30 feet above the ground. I believe they hit the ground before I did. While coming down, I could see the plane going on and losing altitude. It went out of sight beyond a wooded elevation and just as I un-fastened my parachute after landing, I saw a black cloud of smoke come up from where the ship had landed beyond the rise of land intervening between it and me.

It was about 50 yards to the highway where I stopped a car which was passing that instant. I asked the driver to use the nearest phone and notify Bowman Field and also doctors, police, and ambulances of all nearby towns.

Then running on about 50 yards more, in a direct line to the smoke of the plane, I found Sgt. Dickey lying beside his opened parachute. Dickey was unconscious and obviously in no condition to be moved, so I left him and ran on. About 50 yards further, I found Sgt. Hardy lying beside his opened chute. Hardy was conscious but likewise in no condition to be moved, so I continued on to the plane. It was a total distance of about one mile from where I landed to where the plane stopped.

There were two or three heavy explosions from the plane during the five to ten minutes it took for me to reach it. When I reached it, it was blazing at a white heat. A few native people had got there. The first man, a farmer who had been ploughing just over the crest of the slope, had seen a man get out of the burning ship, stagger around, and try to get back into the ship. One of the men pulled him (it was Major Ljunggren) away from the ship and to the nearest house. From there the first doctor at the scene took Ljunggren to his office in Bloomfield, five miles north of the crash.

I did not see this action regarding Major Ljunggren as it took place while I was running to the plane.

I went from the plane to M. W. Seay's farm house and telephoned to send ambulances.

I then returned to the plane and extended my search for the one man (Lt Reidleberger) unaccounted for, but without success. By this time, 1845, (half an hour after the plane came down) Lt's Mosser and Fuller and Sgt. Perry had arrived. It took them longer to reach the plane as they had landed considerably farther away than I had.

Two ambulances arrived and Lt's Mosser and Fuller helped them get the two injured men (Hardy and Dickey). I went back to the plane where the fire had subsided enough that I was able to find the body of Lt. Reidleberger. He was lying under a piece of the fuselage.

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Statement of Crash of Aircraft B-26, Number 754, on June 11, 1943 (Cont'd)

I set a guard over the plane and rode to Bloomfield with M. W. Seay Sr. I went to the doctors office there. There I found Lt. Miller of the Medical Staff from Bowman Field had taken charge. He was tending Major Ljunggren and Sgt. Hardy and Sgt. Dickey had been sent on to Bowman Field Hospital by private ambulance before the arrival of Lt. Miller.

After checking as to the extent of the injuries to the Major and Sgt's. Hardy and Dickey, I telephoned to Myrtle Beach and reported the accident. It was about 2000 by the time I got through to Myrtle Beach.

I also reported the accident to Major Brown from Bowman Field. Major Brown had driven down from Bowman withtwo other officers to investigate and take charge.

About 2100, Col. Williams reached me on the telephone from Godman Field and I reported to him. He said he would meet us at Bowman Field Hospital.

At about this time also, Major Blackwell (391st Executive Officer) phoned me from Myrtle Beach for further details.

I rode to Bowman Field with Major Brown. Lt Miller brought the two injured men in one Army Ambulance, and Lt. Reidleberger in another.

/s/ Charles B. Hodges, Jr.
CHARLES B. HODGES, JR.
Capt, AC.

A TRUE COPY:

Charles J. Watte

CHARLES J. WATTE,
Captain, Air Corps,
Asst Operations Officer.

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WAR DEPARTMENT
A. A. F. Form No. 205
(Rev. Feb. 19, 1942)

FLIGHT SURGEON'S REPORT OF AIRCRAFT ACCIDENT

STATION Myrtle Beach Bombing Range So. Carolina REPORT DATE June 11, 1943.

Airplane Type and Model Symbol	A. A. F. Serial No.
B-26-D-20	1754
Location Five miles south of Bloomfield, Kentucky	**Date** June 11, 1943

Nature of Accident Crash landing with pilot and co-pilot left in plane. Six occupants parachuted from 500 feet.

Probable Cause Oil leak in one engine with failure of engine and fire in other engine.

PERSONNEL CONCERNED	DATE OF LAST EXAMINATION	PHYSICAL OR NEUROPSYCHIC DEFECTS	NO. PREVIOUS ACCIDENTS
Pilot Ljungren E. L.		A TRUE COPY: James A. Guild JAMES A. GUILD, F/O, Air Corps, Ass't Operations Officer.	
Co-Pilot Reidelberger, P. J.			

OCCUPANTS	ARMY SERIAL NUMBER	GRADE	ARM OR SERVICE	COMPONENT	RESULTS TO OCCUPANTS
Pilot Ljungreen E. L.		Maj	AC		2nd and 3rd degree burns face. 2nd and 3rd degree burns both hands and distal ends of forearms. 1st degree burns both legs. shock
Co-Pilot Reidelberger, P. J.	0-793172	1st Lt.	AC		4th degree burns over entire body severe shock. Deceased.
Crew Mosser, Wm Nav-Bomb.	0-733216	2nd Lt.	AC		No. Injuries
Perry John Radio oper.	31131714	T/Sgt	AC		No. Injuries
Dickey, H.E. Eng-Gunner	6833731	S/Sgt	AC		Basal skull fracture compound fracture right tibia distal end compound dislocation right ankle, moderately severe multiple abrasions and contusions of head, right thigh, and right arm. Deceased.
Hardy, Tail-Gunner		S/Sgt	AC		Fracture and dislocation of spine. Transverse Myelistis.
Passengers Hodges Jr. C. B.	0-917817	Capt.	AC		No injuries
Fuller, K. C.		2nd Lt.	AC		No injuries

REMARKS: Major Ljungren hospitalized Bowman Field Kentucky
S/Sgt Hardy hospitalized Nichols General Hospital Louisville, Kentucky.

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/s/ Morris L. Miller
(Signature of flight surgeon)

Instructions on Back of Form

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INSTRUCTIONS

GENERAL:

1. A. A. F. Form No. 205, Flight Surgeon's Report of Aircraft Accident, will be submitted on all aircraft accidents (*a*) in which any individual is injured, or (*b*) as a result of which the flying status of an individual holding an aeronautical rating is changed.

2. (*a*) Except as prescribed in (*b*) below, the report will be initiated by the flight surgeon of the home station of the individuals involved.

   (*b*) In the event that the injured personnel are treated by a flight surgeon from other than the home station, such flight surgeon will initiate the report and forward it direct to the home station of the individuals involved.

3. (*a*) When the report is initiated by the home station flight surgeon, it will be prepared in duplicate. The original will be forwarded direct to the Air Surgeon, Army Air Forces, as soon as possible. The duplicate will be retained in the files of the flight surgeon.

   (*b*) When the report is initiated by other than the home station flight surgeon, it will be prepared in triplicate. The original and duplicate will be forwarded to the home station of the individuals involved, as prescribed in subparagraph 2 (*b*) above. The report will be completed by the home station flight surgeon, and the original then forwarded to the Air Surgeon, Army Air Forces. The duplicate will be retained in the flight surgeon's file.

   (*c*) The duplicate and triplicate copies of the Flight Surgeon's Report of Aircraft Accident will be maintained in the local files for a period of 1 year, after which they may be destroyed.

4. In the event that no flight surgeon is assigned to the station, the commanding officer thereof will initiate and forward the prescribed report.

SPECIFIC:

Station.—Insert name of station where the report originates.

Report date.—Insert date of preparation of report.

Airplane type and model symbol.—Specify the type of airplane that met with accident, i. e., Pursuit, Bomber, Observation, Transport and Primary, Basic or Advanced Trainer, and identify the model symbol. Example: P 40–E.

A. A. F. serial number.—State the serial number assigned to the airplane by the Army Air Forces.

Location.—Insert nearest postal address, i. e., city, town, county, and State if accident occurred within continental limits of the United States. Insert similar information if outside of the United States. If in open country give approximate distance and direction from nearest postal address.

Date.—Insert date on which accident occurred.

Nature of accident.—State circumstances incident to accident. Example: Collision, spin or stall, forced landing, take-off, fire, undetermined, etc.

Probable cause.—State contributing factors. Example: Pilot error, power plant, structural defect, weather, etc.

Personnel concerned.—State as "Pilot" the name of the individual who was at the controls at the time of the accident. State as "Co-Pilot" the name of individual serving in such capacity at the time of the accident.

Date of last examination.—Insert dates of last physical examinations of pilot and co-pilot, respectively.

Physical or neuropsychic defects.—State nature of any defects disclosed in last or prior physical examinations of pilot and co-pilot, respectively. Give dates if disclosures relate to prior examinations.

Number of previous accidents.—State number of previous accidents experienced by the pilot and co-pilot, respectively.

Occupants.—List in appropriate spaces the names and duties of all occupants at the time of the accident. The instructions prescribed above for "Personnel concerned" will govern the identifications of the pilot and co-pilot.

Army serial number.—Specify the Army serial number assigned to each occupant, respectively. Where a civilian passenger was aboard at the time of the accident, state in the same column his home address, if obtainable.

Grade.—Insert the grade assigned to each occupant, respectively, as expressing his rank in the military service. Example: First Lieutenant, Captain, Major, etc.

Arm or service.—Specify the arm or service of each occupant, respectively. Example of arms: Infantry, Field Artillery, Army Air Forces, etc., or example of services: Inspector General's Department, Ordnance Department, Finance Department, etc.

Component.—State the component of each occupant, respectively. Example: Regular Army, or Army of the U. S.

Results to occupants.—State the extent of injuries received by each occupant, respectively, indicating whether fatal, major, minor, or none.

Remarks.—Explain, if known, any information that does not agree with the dates on A. A. F. Form 14, Technical Report of Aircraft Accident Classification Committee.

Signature.—The flight surgeon attending the injured personnel should sign the report.

16—29172-1 U. S. GOVERNMENT PRINTING OFFICE

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T W X

F K 2 F TWX 21 GPS

MYRTLEBEACH SC JUNE 2012502 1943 VIA FTKNOX KY

OPERATIONS OFFICERS

BOWMANFIELD KY

391 BG U 133 A PERIOD CITE YOUR U 502 E PERIOD OPERATIONS ORDER NUMBER 5 DATED 11 JUNE 43 END

COMMDR

END PLS ACK THANKS SENT 2 MSGS

RECD 2 MESG BOWMAN FLD AT 211430Z MB

A TRUE COPY:

Charles J. Katte

CHARLES J. KATTE,
Captain, Air Corps,
Asst Operations Officer.

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On June 11, 1943, at 15:30 EWT, a B-26--B-20, #41-31754, was cleared from Myrtle Beach, South Carolina, to Godman Field , Fort Knox, Kentucky, with MAJ. ERNEST N. LJUNGGREN as pilot, CAPT. CHARLES B. HODGES as passenger, 1st LT. Paul J. REIDLBERGER as co-pilot, 2nd LT. WILLIAM W. MOSSER as navigator, 2nd LT. KENNETH C. FULLER as passenger, T/Sgt. John Perry as radio operator, S/Sgt. Rex E. Dickey as engineer, and S/Sgt. John J. Hardy as gunner. The purpose of the flight was to transport personnel and equipment to Godman Field, Fort Knox, Kentucky, for participation in a 6-day manouver.

The Aircraft was over the peak of the Smoky Mountain Range at approximately 8000 feet altitude at 17:20 EWT when it was noticed that the oil pressure indicator needle fluttered. There was no noted change in the oil temperature. It was decided to continue on to Godman Field or at least attempt to clear the mountains before bailing out or attempting a forced landing. The oil pressure then dropped to 20 pounds on the left engine and operated approximately 10 minutes on 20 pounds. The oil temperature then started rising. The manifold pressure on the right engine was increased to 40 inches and 2350 RPM. The left engine stopped and the propeller was feathered. The air speed was 140 MPH. The luggage was dumped and an attempt to salvo bomb-bay tanks. 2nd LT. MOSSER prepared to salvo bomb-bays by cutting the safety wires with a pair of pliers before leaving the nose of the ship. Maj. LJUNGGREN opened the emergency release, but the bomb-bay tanks were not salvoed and the doors closed immediately. Then the co-pilot, 1st LT. REIDLBERGER, went forward and put the bomb-bay door release in salvo position. Therefore, the tanks should have been

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salvoed, but they were not. At this point, the aircraft started losing altitude, and a forced landing was definitely expected. The signal was given for all to bail out. Due to the construction of the aircraft, this took some time. The first man jumped approximately 500 feet altitude. Four parachutes opened before the ground was reached. Two parachutes did not open completely as the men struck the ground.

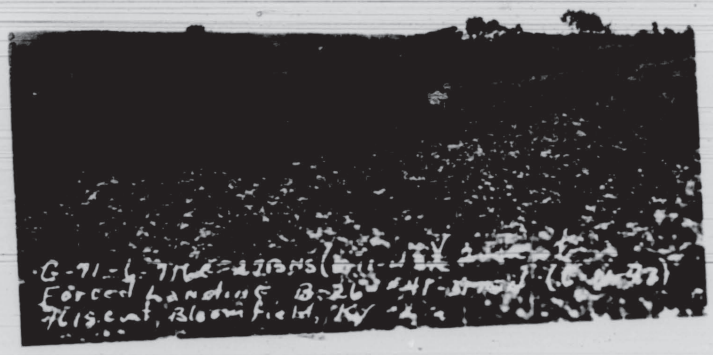
The pilot and co-pilot stayed at the controls in order to give the men a chance to jump. Several thickly wooded sections were cleared just before making the forced landing. The field in which they landed was very small and had a steep up-slope. Approximately 50 feet from where the aircraft first touched, there was a very steep rise of approximately 8 feet which no doubt caused the aircraft to start disintegrating. The aircraft caught fire, and there were several explosions including ammunition. MAJ. LJUNGGREN in some way managed to get out but was attempting to get back into the fire, evidently in an attempt to save 1st Lt. REIDLBERGER. He was dazed and has no recollection of this. At this moment, Mr. Perry Waldredge, a farmer in the vicinity who saw the accident, rushed to the scene and with disregard of his own safety rushed in and succeeded in getting MAJ. LJUNGGREN away from the wreck, saving his life. During this time there was a series of explosions caused by ammunition and gasoline.

CAPT. CHARLES B. HODGES, after landing safely by parachute, rushed to the injured men and the wreck and did all that was possible to aid them. He asked the driver of a car to use the nearest phone and notify Bowman Field and also doctors, ambulances and police of all nearby towns. Later, CAPT. HODGES called his home station from Bloomfield, Kentucky and otherwise attended to all details with superior efficiency.

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ARMY AIR FORCES

HEADQUARTERS FLIGHT CONTROL COMMAND

WINSTON-SALEM, NORTH CAROLINA

For Action AIU
For Info. CS
For File M&R

DATE 6-12-43

[X] T. W. X. [ ] TELEGRAM [ ] RADIO

INCOMING MESSAGE NO. MSG 3 AARL 234 JUNE 12/43

MYRTLE BEACH S C 120150Z NGC "PRTY"

CG AAF BOLLING FIELD WASHINGTON D C

391BG U073

A JUNE 11 1943 0800 BROOMFIELD KENTUCKY

B LJUNGCREW COMMA ERNEST M JAMOR AUS MYRTLE BEACH S C.

C ENGINE FAILURE DUE TO BROKEN OIL LINE

D PILOT LJUNGGREN ERNEST M MAJOR AUS 3AF SERIOUS INJURY NO PARACHUTE USED CO-PILOT REUDELBERGER PAUL J 1ST LT ORCXXXX 3AF FATAL NO PARACHUTE USED NAVIGATOR MOSSER WILLIAM W 2ND LT ORC XXX AC 3AF PARACHUTE USED NO INJURIES BOMBARDIER FULLER KENNETH C 2ND LT ORC AC 3AF PARACHUTE USED NO INJURIES ENGINEER DICKEY REX E X SGT AUS AC 3AF PARACHUTE USED FATAL RADIO OPERATOR PERRY JOHN NMI T SGT AUS AC 3AF PARACHUTE USED NO INJURIES GUNNER HARDY JOHN J S SGT ~~B CAPT ORC AC 3AF PARACHUTE USED NO INJURIES~~ aus ac 3af parachute used serious injuries passenger Hallgen Charles B Capt ORC AC 3af parachute used no injuries

E TRANSPORTING OF PERSONNE L

F AZE

G 41-31754

H MYRTLE BEACH S C

I DEMOLISHED

J REPORTED BROKEN OIL LINE IN LEFT ENGINE

K UNKNOWN

L NONE

MASTER COPY

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43-6-11-12

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

For Action_____
For Info._____
For File_____

DATE_____

PAGE TWO

☐ T. W. X. ☐ TELEGRAM ☐ RADIO

INCOMING
MESSAGE NO.

WILLIAMS COBOMGR 391

RECD IN AAF MESG CENT 12 4 22

RECD BY AFAFC 120858 EWT

RELEASED TO TWX 121045 EWT

MH1011 EWT

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