

Accident No. 44-10-8-11
Date _____
Checked by RLY 10-26-43
Analyzed by MCW 10-27-43
Copied for Wright
Field by _____
Notes Attention Capt M Wright
Power plant
Form 205
w/d by Thross - 28 Feb 45
1225:9-43

Accident No.

44-10-8-11

Pilot's Name

Watkinson, Arthur E. 1st Lt.

07 Nature Group Take off

56 Specific Nature Immediate forced

19 Underlying Nature landing on water

Engine failed undetermined

60 % 18 Cause Group Power plant

61 Specific Cause undetermined

84 Underlying Cause

40% 08 Cause Group Other personnel

44 Specific Cause Crew - name unknown

53 Underlying Cause Poor judgment

11179-33

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

WAR DEPARTMENT
MACDILL FIELD, FLORIDA
U. S. ARMY AIR FORCES

ACCIDENT No. **74**

REPORT OF AIRCRAFT ACCIDENT

(1) Place **Tampa Bay, 4 miles NE of MacDill Field** (2) Date **8 October 1943** (3) Time **1740 EDT**
AIRCRAFT: (4) Type and model **B-26C21** (5) A. F. No. **41-35054** (6) Station **Godman Field, Ky.**
Organization: (7) **III BC 3 AF** (8) **391st Bomb (M)** (9) **574th Bomb Sq (M)**
(Command and Air Force) (Group) (Squadron)

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)
01 P	Watkinson, Arlie G.	P	0-731708	1st Lt	01	AC	IIIBCSAF	Major 3	None
04 GP	Seiller, Allen J.	P	0-731883	1st Lt	01	AC	IIIBCSAF	Fatal 4	None
45 BN	Godfrey, Donald G.	BN	0-741257	2nd Lt	01	AC	IIIBCSAF	Fatal 4	None
62 E	Hay, Charles H. Jr.	E	33225486	Sgt	20	AC	IIIBCSAF	Fatal 4	None
64 G	Dailey, William A.	G	12139190	Sgt	20	AC	IIIBCSAF	Fatal 4	None
71 BG	Hardwick, James T.	BG	34269021	S/Sgt	20	AC	IIIBCSAF	Fatal 4	None
68 X	Wessner, William H.	X	0-861964	2nd Lt	01	AC	IIIBCSAF	Major 3	None

(20) **Watkinson Arlie** (21) **0-731708** (22) **1st Lt** (23) **01** (24) **AC**
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) **IIIBCSAF 3 AF** (26) **391st Bomb** (27) **574th Bomb (M)** (28) **Godman Field, Ky.**
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) **3-38** (30) **391st Bomb** (31) **574th Bomb** (32) **5248**
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) **Pilot** (34) **30 Oct 43** Present rating (35) **Pilot** (36) **30 Oct 43** Instrument rating (37) **3 Oct 1943**
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type **544:06** (42) Instrument time last 6 months **30:12**
(39) This model **164:12** (43) Instrument time last 30 days **9:00**
(40) Last 90 days **117:30** (44) Night time last 6 months **28:54**
(41) Total **762:12** (45) Night time last 30 days **3:30**

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft V 5	
(47) Engine(s) V 5 V 5	
(48) Propeller(s) V 5 V 5	

(50) Weather at the time of accident **See attached weather report.**

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

(52) Cleared from **MacDill Field** (53) To **Godman Field, Ky.** (54) Kind of clearance **Contact**

(55) Pilot's mission **4260 62 5248**

(56) Nature of accident **Forced landing.**

(57) Cause of accident **Left engine cut out on take-off - apparently wheels were dropped by persons unknown causing the airplane to stall and crash land into the water.**

(10-42)

RESTRICTED

DESCRIPTION OF ACCIDENT

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

A B-26C21 airplane # 41-35054 took off from MacDill Field at 1738EWT on an administrative flight to Godman Field, Kentucky. Before taking off, the pilot made the usual engine check and was cleared to take off on Runway # 4. When the ship reached a speed of approximately 130 miles per hour, the plane began to fly and the pilot called for flaps and wheels up. As he started to reduce power after take-off at an altitude of approximately fifty (50) feet, the left engine started going out. The pilot advanced the left throttle with no response and instructed the co-pilot to feather the left prop. At that time, he had approximately 150 miles per hour air speed and about 100 feet altitude. Peter O. Knight airport, Tampa, Florida, was about 60 degrees to the left of his line of flight. The pilot decided he could not make it into Peter O. Knight Field so he started a gradual shallow bank of 10 degrees to the right with the ship already trimmed for single engine flight. At this time, he was pulling about 45 inches of manifold pressure on the right engine. Also, at this time, the pilot was satisfied that everything was going along normal for single engine operation. He was making a right turn to get back into MacDill Field for an emergency landing. The pilot's next move was to call MacDill Field Tower and as he was ready to do so, his air speed dropped from 145 to 120. The pilot realized that a critical condition existed and called for a crash landing in the water. The pilot states that before the plane hit the water, it was completely stalled and also at no time, did he have more than 150 feet altitude.

FINDINGS:

1. Left engine failed shortly after take-off. Cause of engine failure undetermined as the engines were not recovered by salvage operation.
2. Examination of the landing gear by the engineering officer of the 62nd Sub-Depot, MacDill Field, disclosed the main landing gear to be in a down and locked position. Examination of the nose gear was not made because the nose section forward of the wing was not recovered from the water.
3. The pilot states that he gave no orders to drop the gear.
4. The airplane was stalled before it crashed into the Bay.

RECOMMENDATIONS:

None.

RESPONSIBILITY:

It is the opinion of this Board that the direct cause of the accident is due to the landing gear being put in the down position by persons unknown.



Date 20 October 1943

Signature

Lyle F. Johnston
LYLE F. JOHNSTON, Major, Air Corps

Elliot H. Reed
ELLIOTT H. REED, Major, Air Corps

Mark L. Sperry
MARK L. SPERRY, Major, Air Corps

John C. Thayer
JOHN C. THAYER, Captain, Air Corps

Thomas A. Caswell
THOMAS A. CASWELL, 1st Lt, Air Corps

U. S. GOVERNMENT PRINTING OFFICE 16-28757-1

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Statement of 1st Lt. Arlie G. Watkinson, O-731708, Pilot, and
 2d Lt. William H. Woessner, O-861964, Sq. Eng. Officer, passenger
 574th Bomb Sq., 391st Bomb Gp.
 Goodman Field, Fort Knox, Kentucky

I taxied out to runway No. 4. Before going into take-off position, I made the usual engine check; magnetos and power were checked. I got 2700 rpm out of the right engine, and the left engine got to about 2650 rpm. There was no drop in rpm on any of the magnetos. I proceeded for the take-off. All the way down the runway I had approximately 2650 rpm. When I got to 130 mph, the plane left the ground. On the take-off, the auto-rich and fuel booster pumps were on. I started the procedure of pulling up the flaps and wheels, reducing power, etc. Just as I started to reduce the power after the take-off, the left tachometer dropped to 1800 rpm without any indication from the motor that anything was wrong. Altitude at this time was approximately fifty feet, if that much. The engine started going out, and the co-pilot asked if I wanted the engine feathered. I pushed the left throttle forward, but got no response. I instructed the co-pilot to feather the engine.

I began looking for a place to sit the plane down with some degree of safety. At this time I had approximately 145 to 150 mph air speed and about one hundred feet altitude. Peter O. Knight Airport was to my left about sixty degrees. I decided I could not make it into Peter O. Knight Airport, so started a gradual right turn with the ship trimmed for a single engine flight. I was going along in this right turn fairly well, probably using approximately a ten degree bank at the most, with about forty-five inches manifold pressure on the right engine. Everything seemed to be going smoothly and I figured I would be able to make it back to MacDill on some other runway. Just as I was getting ready to call the tower, I had the feeling that the plane just dropped out from under me. Air speed dropped from 145 to 120. I bellowed out "Crash landing", and started for the water. Before the plane hit the water, it was completely stalled out. At no time was I above 150 feet.

Arlie G. Watkinson
 Arlie G. Watkinson, O-731708
 1st Lt., A.C., Pilot

William H. Woessner
 William H. Woessner, O-861964
 2d Lt., A.C., Sq. Eng. Officer
 Passenger

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S T A T E M E N T

October 9, 1943.

I was in a take-off position on the North-east runway and I first noticed a B-26 Bomber just to the right of the Control Tower at an altitude of approximately 300 feet, to the best of my knowledge, and that the left motor was completely out and the propeller full-feathered. I realized that the pilot was in trouble and attempting a forced landing. I thought that he was going to make it on the North-South runway of Peter O. Knight Airport. He continued this approach until about 100 yards or more of the South end of the North-South runway when the ship began to drift very fast to the right. The plane was in a stalling altitude from the time he passed the end of the North-South runway and continued so until it crashed into the water southeast of Peter O. Knight field. Upon striking the water it bounced approximately 50 feet across the water and nosed over immediately, sinking in about three or four minutes.

This statement is made merely from a pilot's standpoint of view to the ratio of glide of airplanes, and in my opinion the plane could have made Peter O. Knight field under the existing circumstances.

/s/ Charles A. Preston, Jr.
/t/ CHARLES A. PRESTON, Jr.
1131 South 30th Street
Birmingham, Alabama.

CERTIFIED A TRUE COPY:

W. F. Johnston
W. F. JOHNSTON,
Major, Air Corps.

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STATEMENT

October 9, 1943.

We were taxiing down the runway toward the north-west end of Peter O. Knight field at which time we noticed a B-26 at approximately 400 feet altitude. We noted that the left motor was out and that the pilot was apparently attempting to land on Peter O. Knight field. Although headed for the field at the last 400 or 500 yards he drifted fast out into the Bay. It seemed to me that the pilot stalled the ship at approximately 25 feet above the water at which time the ship hit the water and turned on its back. The ship sank in approximately four or five minutes.

/s/ Basil P. Autrey
/t/ BASIL P. AUTREY
1131 South 30th St.
Birmingham, Ala.

A CERTIFIED TRUE COPY:

Lyle F. Johnston
LYLE F. JOHNSTON,
Major, Air Corps.

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574TH BOMBARDMENT SQUADRON (M)
391ST BOMBARDMENT GROUP (M)
AAF-GODMAN FIELD

Fort Knox, Ky.,
8 October 1943.

OPERATIONS ORDERS)

NO. 157)

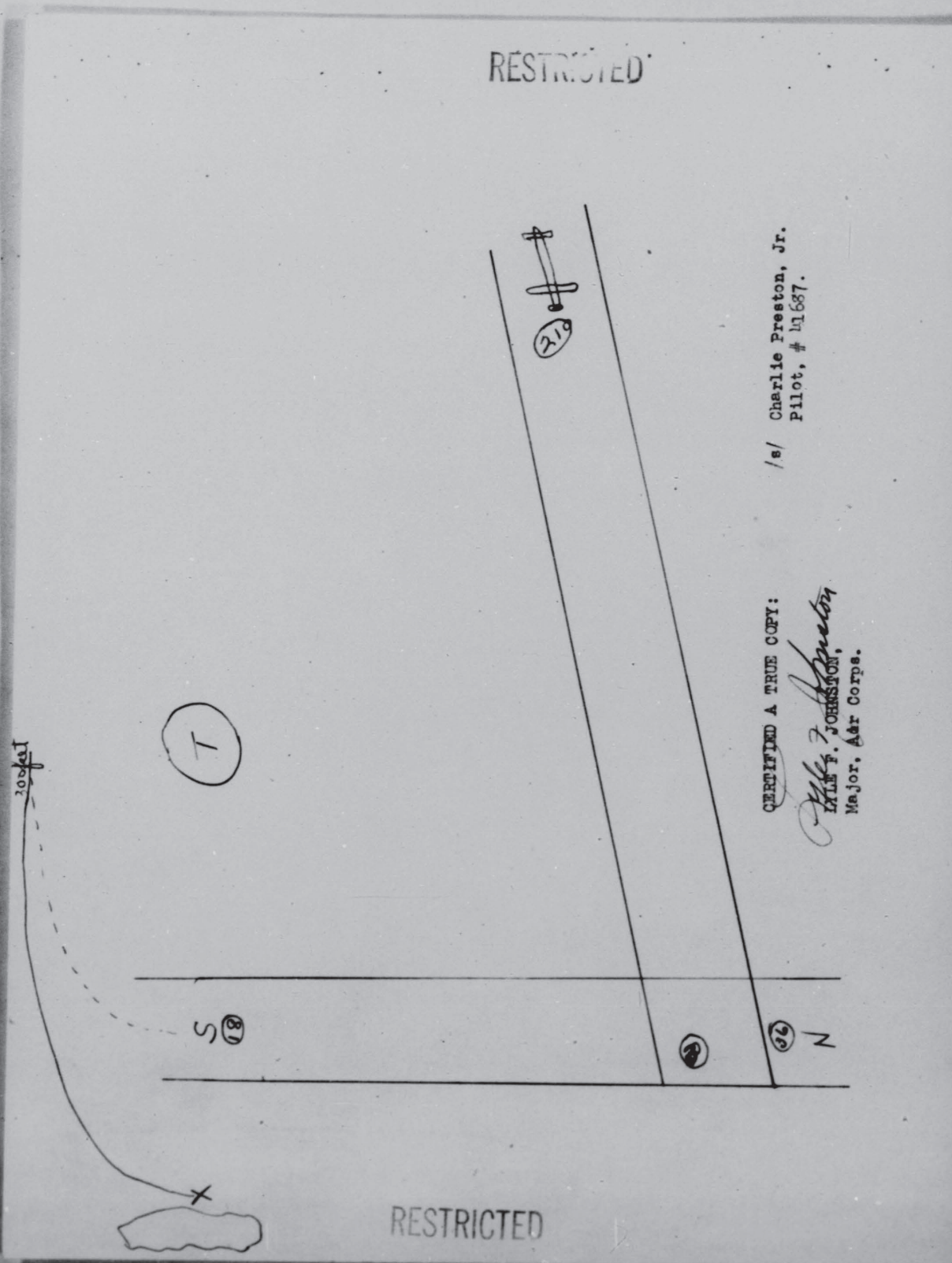
1st Lt. A. G. Watkinson, 0731708, AC, pilot in a B-26C21 AAF No. 41-35054, with 1st Lt. A. J. Seiller, 0-731683, AC, co-pilot; 2nd Lt. D.C. Godfrey, 0-741257, AC, Bombardier-Navigator; 2nd Lt W. H. Woessner, 0-861964, passenger; S/Sgt. J. T. Hardwick, 34269021, radio-gunner; Sgt. C. H. Hey, Jr., 33225486, crew chief and S/Sgt. W. A. Dailey, 12139190, passenger will take off o/a 0730 on a cross-country flight to MacDill Field, Florida and return upon completion of their mission.

/s/ Lawrence F. Loesch,
/t/ LAWRENCE F. LOESCH,
Captain, Air Corps,
Operations Officer.

CERTIFIED A TRUE COPY:

Lyle F. Johnston
LYLE F. JOHNSTON,
Major, Air Corps.

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DETACHED FOURTH COMMUNICATIONS SQUADRON
MACDILL FIELD, FLORIDA

10-12-43

SUBJECT---CONTROL TOWER REPORT ON CRASH OF 5054, B-26, ON 10-8-43.

AT 1729 E. W. T. 5054 CALLED MACDILL TOWER FOR TAXI INSTRUCTIONS AND TAXIED OUT TO RUNWAY 4 FOR A NORTHEAST TAKEOFF ON A PROPOSED CFR CROSS-COUNTRY FLIGHT PLAN FROM MACDILL FIELD TO GODMAN FIELD AT FT. KNOX, KENTUCKY. AFTER SEVERAL MINUTES, 5054 CALLS THE TOWER READY FOR TAKEOFF, AND IS CLEARED FOR TAKEOFF CLEARING THE GROUND AT 1738 EWT. TWO MINUTES LATER (1740 EWT) THE TOWER TOLD 5054 HIS TIME OFF THE GROUND AND CLEARED HIM FROM TOWER FREQUENCY. THERE WAS NO ACKNOWLEDGEMENT TO THIS CALL, BUT THE PLANE APPEARED TO BE IN NORMAL FLIGHT APPROACHING PETER-O-KNIGHT AIRPORT (TAMPA CIVILIAN AIRPORT). THE TOWER THEN DIVERTED IT'S ATTENTION BACK TO THE TRAFFIC ON THE FIELD.

AT 1743 EWT MACDILL TOWER RECEIVED INFORMATION ON THE TELEPHONE THAT A PLANE HAD WENT DOWN IN THE BAY NEAR PETER-O-KNIGHT AIRPORT. SIMULTANEOUSLY, PETER-O-KNIGHT TOWER CALLED ON A DIRECT INTER-PHONE SYSTEM SAYING THAT A PLANE HAD JUST CRASHED IN THE CHANNEL JUST EAST OF THEIR TOWER AND THAT IT APPEARED TO BE A MEDIUM BUMBER.

IMMEDIATELY, MACDILL TOWER PUT OUT A CALL ON THE CRASH PHONE AND ALL NUMBERS ON THE CRASH PROCEDURE LIST WERE CALLED.

Cpl. Wilburn A. Yates

CPL WILBURN A. YATES
ASN 18084017
TRICK CHIEF.

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DETACHMENT FOURTH WEATHER SQUADRON
MacDill Field, Tampa, Florida

11 October 1943

SUBJECT: Weather Conditions in vicinity of MacDill Field, on afternoon of
8 October 1943.
TO : Base Operations Officer, ABAC, MacDill Field, Tampa, Florida.

1. The general weather conditions in the vicinity of MacDill on the afternoon of 8 October 1943 were general high broken to broken low scattered to broken stratus and cumulus at 1500-3000 feet. Few scattered light rain showers in Southern Florida, visibility eight (8) miles.

2. The following is a true copy from the original weather observations taken at MacDill Field:

EWT
1630 E6003508 125/84/70*7E/990
1730 E7003008 122/83/69*6E/989

Byron K. Dowell
Byron K. Dowell, 35484462,
S/Sgt, Det 4th Weather Sqdn,
Forecaster.

RESTRICTED

NAV DEPARTMENT
AAF FORM NO. 23
(REVISED FEB. 1, 1945)

ARMY AIR FORCES **RESTRICTED**
AIRCRAFT CLEARANCE

OPERATIONS OFFICE

ADDRESS **MAG DILL FIELD
TAMPA, FLORIDA**

10-8-43

FLIGHT IDENTIFICATION NUMBER

CLASSIFICATION OF FLIGHT

CONTACT ☒

INSTRUMENT ☐

SERIAL NUMBER 135054	AIRPLANE MODEL B-26C21	HOME STATION Godman Field, Ky
ALTITUDE CPR	ROUTE MacDill	TO Godman
DESTINATION (AIRPORT) Godman Field	AIR SPEED 200	PROPOSED TAKE OFF TIME 1600
RECEIVER ONLY YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	NO RADIO <input type="checkbox"/>	TRANSMITTING FREQUENCIES 6210
REMARKS		

NAME, RANK AND DUTY OF CREW AND OTHER OCCUPANTS

1 P Watkinson, A. G., 1st Lt.	7 AE Hay, C. H., Sgt.
2 CP Sailler, A. J., 1st Lt.	8
3 BN Godfrey, D. G., 2nd Lt.	9
4 X Woessner, J/ G., 2nd Lt.	10 CERTIFIED A TRUE COPY:
5 BQ Hardwick, D. C., S/Sgt.	11 MAJ L. F. JOHNSTON,
6 X Daley, B., Sgt.	12 Major, Air Corps.

FOR FORMATION FLIGHTS ONLY

NO. PLACES IN FLIGHT	ALTITUDE COVERED BY FORMATION HIGH LOW	APPROX. FRONT	ESTIMATED TIME REQUIRED TO LAND FORMATION IF INSTRUMENT FLIGHT
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WEATHER FORECAST FOR ROUTE (EST. TIME OF ARRIVAL: PLUS 2 HOURS)

WEATHER EXISTING C <input checked="" type="checkbox"/> N <input type="checkbox"/> X <input type="checkbox"/>	HI \odot LOW \odot IN FLA AT 1500-2000 VSBY 7-10	BARMETER READING THIS AIRPORT 2990 DESTINATION 3005 ALTERNATE AIRPORT
FORECAST C <input checked="" type="checkbox"/> N <input type="checkbox"/> X <input type="checkbox"/>	WINDS ALOFT 1-5000 40-50 $^{\circ}$ 10-15 MPH	
ALTERNATE AIRPORT AND ROUTE FORECAST <input type="checkbox"/>		
AAF FORM NO. 23A IS REQUIRED <input type="checkbox"/> IS NOT REQUIRED <input checked="" type="checkbox"/>		SIGNATURE OF FORECASTER /s/ Powell 1640E

CERTIFICATE

I certify that thorough consideration has been given by me to the necessary maps, contour strips, emergency Weekly Notice to Airmen, danger areas in air navigation, and weather conditions affecting the proposed flight. I have personally reviewed the latest weather map and other pertinent weather data available to me. Also, by discussing the route forecast with the Base Weather Forecaster, I have familiarized myself with the general weather conditions to be anticipated. I am familiar with the local flight rules and regulations and with Army Air Force Regulations. I am familiar with the airplane to be flown and have read the operating instructions handbook on same, and have in my possession the necessary landing code. If an instrument clearance is necessary, I hold a rating as a qualified instrument pilot. I have ascertained that the airplane is equipped for instrument flying and has sufficient fuel aboard for the alternate specified, plus 45 minutes.

REMARKS

LANDING CODE RECEIVED <input type="checkbox"/> YES <input type="checkbox"/> NO	INSTRUMENT FLIGHT RATING <input type="checkbox"/> YES <input type="checkbox"/> NO	COMMAND PILOT <input type="checkbox"/>	SENIOR PILOT <input type="checkbox"/>	PILOT <input checked="" type="checkbox"/>	SIGNATURE OF PILOT /s/ A. G. Watkinson
---	--	---	--	--	--

FLIGHT CLEARANCE AUTHORIZATION **VOSS**

FLIGHT PLAN SUBMITTED TO (CONTROL STATION)	TIME	CLEARANCE AUTHORITY (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS)
TIME APPROVAL RECEIVED LD76 - BB	SIGNATURE	
TAKE OFF TIME REPORTED BY (CREWMAN) OR - ME	TO (OPERATIONS)	CLEARANCE OFFICER-OPERATIONS OFFICER (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS) MAJ L. F. JOHNSTON
TAKE OFF TIME 1738 JX -1745	MESSAGE SENT BY RESTRICTED	Base Operations Message

RESTRICTED

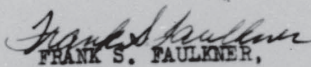
ARMY AIR FORCES
HEADQUARTERS
62D SUB-DEPOT
Office of the Engineering Officer

In Reply Refer To:
360.33

MacDill Field, Florida,
13 October 1943.

TO WHOM IT MAY CONCERN:

The salvage operations of B-26C21 No. 41-35054 which crashed into Tampa Bay near Davis Island on 8 October 1943 disclosed the landing gear to be in "down and locked position".


FRANK S. FAULKNER,
Captain, Air Corps,
Asst. Sub-Depot Maintenance Officer.

RESTRICTED

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HEADQUARTERS ARMY AIR BASE MACDILL FIELD
OFFICE OF THE BASE COMMANDER

MCDG-jps

TAMPA, FLORIDA

360.33

21 October 1943

SUBJECT: Technical Report of Aircraft Accident.

TO : Headquarters, Flight Control Command, Army Air Forces.
Winston-Salem, North Carolina.

Transmitted herewith is AFF Form 14 covering aircraft accident of B-26C21 No. 41-35054, 1st Lt. ARLIE G. WATKINSON, Pilot, 391st Bomb Group (M), 574th Bomb Squadron, Godman Field, Kentucky. This accident occurred about four miles North-East of MacDill Field, near Davis Island while pilot was attempting a crash landing in Tampa Bay. It occurred at 1740 EWT on 8 October 1943.

For the Commanding Officer:

B.C. Cornwell
B.C. CORNWELL, *BC*
2nd Lt. A.C.,
Adjutant.

1 Incl:
AAF Form 14.

RESTRICTED

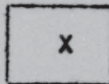
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU
FOR INFO OFC MGMT
FOR FILE M&R

DATE 18 OCT 43



T.W.X.



X

TELEGRAM

WU20 DL GOVT-FZ FTBRAGG NCAR 18 330P
COMMANDING OFFICER, FLIGHT CONTROL OFFICE
OF FLYING SAFETY WINSTONSALEM NCAR
MCDOPN 1810 PERIOD AAF FORM ONE FOUR ON B-26C21 NUMBER
41-35054 LT ARLIE G WATKINSON PILOT WHICH CRASHED NEAR
MACDILL FIELD 8 OCTOBER 1943 DELAYED
CARROLL COAB MACDILLFIELD FLO.

#87

RR

12/10/1

11-8-01-64

1292110-43

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

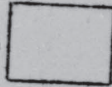
FOR ACTION A
FOR INFO OFC MGMT
FOR FILE M & R

DATE 10 OCT 43



X

T.W.X.



TELEGRAM

FROM WILLIAMS BOBOMGR 391 GODMAN FLD FT KNOX KY
TO CB FLIGHT CONTROL COMMAND NISSEN BLDG WINSTON SALEM NC

GR 63 BT

391 BG 00820 PERIOD FOLLOW UP OF 391 BG 0057 TWX

C 41-35054 B-26C21 PERIOD ENGINE FAILURE SHORTLY AFTER TAKE OFF
PERIOD I PLANE IS LOCATED IN TAMPA BAY PERIOD FURTHER INVESTIGATION IS
BEING MADE BY MACDILL FIELD ARMY AIR BASE PERIOD J INVESTIGATION BEING
MADE BY MACDILL FIELD ARMY AIR BASE PERIOD K 62ND SUB DEPOT MACDILL
FIELD TAMPA FLORIDA PERIOD L NONE PERIOD END

NO 35

RLG

auto

44-10-8-11
98/10

44-10-8-11

12921 10-43

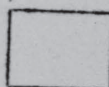
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

507
FOR ACTION AIR.
FOR INFO OFC MGMT.
FOR FILE MAR.

DATE 9 OCT 1943.



T.W.X.



WSAL 361 V FT KNOX 363 NR 2 080156Z.

FROM COBOMGR 391 GODMAN FLD FT KNOX KY.

TO CO FLIGHT CONTROL COMMAND NISSEN BLDG WINSTON-SALEM NORTH CAROLINA.

391BG 0057 PD.

A. 8. OCTOBER 1943 1740EWT MACDILL FIELD TAMPA FLORIDA. B.

SEILLER ALLEN J 1ST LT AUS 3AF GODMAN FIELD KENTUCKY. C. PROBABLY

ENGINE FAILURE. D. PILOT - ALLEN J SEILLER 1ST LT AUS 3AF MISSING

COPLOT - ARLIE G WATKINSON 1ST LT AUS 3AF INJURY UNKNOWN. BOMB-NAV -

DAONALD C GODFREY 2ND LT ORC 3AF MISSING. ENGINEER - CHARLES H HEY

SGT AUS 3AF MISSING. RAD-OPR - JAMES T HARDWICK S/SGT AUS 3AF INJURY

UNKNOWN. GUNNER - WILLIAM A DAILEY SGT AUS 3AF MISSING. PASS. -

WILLIAM H WOESSNER 2ND LT AUS 3AF INJURY UNKNOWN. PARACHUTES NOT USED.

E. CROSS COUNTRY. F. HIGH BROKEN OVER LOW BROKEN 1500 TO 2000

WIND 40 DEGREES 15 MPH. G. B-26C21 41-35054. H. GODMAN FIELD

KENTUCKY. I. UNKNOWN. J. UNKNOWN. K. UNKNOWN.

L. UNKNOWN.

Seiller - 1st Lt
Watkinson - 1st Lt
Godfrey - 2nd Lt
Hey - Sgt
Hardwick - S/SGT
Dailey - Sgt
Woessner - 2nd Lt
PS.

WILLIAMS COBOMGR 391.

NGT SN UN
CG SC UC
37 93 00

100% Undetermined

Damages
Aircraft 6
Engines 6
Props 6

44-10-8-11

1292110-4