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NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
Chatham Milton E			A-26C-20			45-5-13-525		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN
Capt Arnold	7/12	7/14						

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Accident No. 45-5-13-52

Date 6-23

Checked by WM

Analyzed by H.C.B.

Copied for Wright Field by [illegible]

Notes I [illegible], Capt. Arnold

A/c not fully serviced - pilot got lost - ran out of gas.

52221-45CFS

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

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WAR DEPARTMENT
AAF STATION Y-29
U. S. ARMY AIR FORCES

ACCIDENT No. 7

REPORT OF AIRCRAFT ACCIDENT

(1) Place Two (2) miles north of Poliseul (P1551) (2) Date 13 May 1945 (3) Time 2050

AIRCRAFT: (4) Type and model A-26C20 (5) A. F. No. 43-22529 (6) Station Y-29

Organization: (7) 9th A.D. Ninth AF (8) 391st Bomb (9) 575th Bomb
(Command and Air Force) (Group) (Squadron)

PERSONNEL

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	Chatham, Milton E.	P	O-715990	1st Lt	18	AC	Ninth AF	None	No
G	Lee, Dorman W.	G	37055650	T/Sgt	38	AC	Ninth AF	None	No
X	Thompson, Crawford P.	None	14042327	Cpl	38	AC	Ninth AF	Minor	No
X	Duffy, Stephen (nmi)	None	33487320	Pfc	38	AAA	CA	Minor	No

org. Same

PILOT CHARGED WITH ACCIDENT

(20) Chatham (Last name) Milton (First name) E. (Middle initial) (21) O-715990 (Serial number) (22) 1st Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th A. D. Ninth AF (Command and Air Force) (26) 391st Bomb (Group) (27) 575th Bomb (Squadron) (28) Y-29 (Station)

Attached for flying (29) 9th A. D. Ninth AF (Command and Air Force) (30) 391st Bomb (Group) (31) 575th Bomb (Squadron) (32) Y-29 (Station)

Original rating (33) Pilot (Rating) (34) 12-3-44 (Date) Present rating (35) Pilot (Rating) (36) 12-3-44 (Date) Instrument rating (37) 23 Mar 1944 (Date)

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

(38) This type	45:50	(42) Instrument time last 6 months	22:50
(39) This model	12:15	(43) Instrument time last 30 days	5:00
(40) Last 90 days	90:55	(44) Night time last 6 months	8:15
(41) Total	798:30	(45) Night time last 30 days	2:00

AIRCRAFT DAMAGE

	DAMAGE L	DAMAGE R	(49) LIST OF DAMAGED PARTS
(46) Aircraft	W	W	Complete wreck.
(47) Engine(s)	W W	W W	
(48) Propeller(s)	W W	W W	

(50) Weather at the time of accident Visibility of six (6) to eight (8) miles; surface wind of seventeen (17) to twenty-two (22) miles per hour at two hundred and eighty degrees (280°), gusty; three tenths (.3) clouds with bases at three thousand (3000) feet.

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

(52) Cleared from A-78 (53) To Y-29 (54) Kind of clearance Contact flight.

(55) Pilot's mission Instrument training.

(56) Nature of accident Forced landing. Aircraft landed wheels up in open field.

(57) Cause of accident Fuel exhaustion.

(58) Has Form 54 been submitted: No.

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DESCRIPTION OF ACCIDENT

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

On 13 May 1945, 1st Lt Milton E. Chatham, O-715990, was flying an A-26 type aircraft AAF #43-22529 on a local instrument flight. After about two hours of flight, the pilot smelled something burning and decided to land and investigate. He was fairly close to A-78 so he landed there and found that the right generator voltage regulator was overheating. Lt Chatham decided to fly back to Y-29 on one generator, so, while he got a clearance from Flying Control, he had the ground crew refuel his ship. When he got ready to take-off, he saw that they had only serviced the auxilliary tanks, but in view of the short distance he had to travel, he decided he had plenty of fuel.

When Lt Chatham got within ten miles of Y-29, he called the tower for landing instructions. He thought he heard the tower tell him not to land there as there had been a crash on the runway and workmen were clearing it away.

Lt Chatham immediately decided to return to A-78 as all he would have to do would be to fly a reciprocal heading. After flying a few minutes past his ETA and not seeing the field, he tried to get a fix or QDM from Parade but was unable to contact them. He then started a square search in hopes of finding any field he could land at. He finally saw what he thought was a small strip and while letting down towards it, his plane ran out of fuel. He bellied the plane into a field two miles north of Paliseul, Belgium at 2105 hours

Immediate Cause: Pilot became lost and after expending all his fuel had to crash-land his ship in open field.

Underlying Cause: Failure of Pilot to orientate himself after becoming lost. In the Boards opinion, Lt Chatham used poor judgement in not flying clear to Y-29 and orientating himself before starting for another field and also in using a square search after becoming lost. A straight course towards some big city or group of towns would have been much more effective as far as getting himself pin-pointed.

Responsibility : 100% Pilot error.

Recommendations : None

3
D
11
13
81

Signature Floyd B. Miller
FLOYD B. MILLER, Lt Col, AC.
Robert K. Lakin
ROBERT K. LAKIN, Capt, AC.
William C. Correll
WILLIAM C. CORRELL, Capt, AC.

Date 19 May 1945.

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13 MAY 1945 (DATE) | Y-29 (STATION) | 391ST (M) (GROUP NO. AND TYPE) | A-26C20 (AIRCRAFT MODEL)

T/SGT L. J. SPEER (CREW CHIEF OR AERIAL ENGINEER) | 575TH (M) (SQUADRON NO. AND TYPE) | 43-22529 (AIRCRAFT SERIAL NO.)

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	FLIGHT DATA: TERMINALS AND MISSION	
1	2	3	4		5		6		7		8	9
			P		P	I					FROM:	
18	CHATHAM, MILTON E. 0715990,1ST LT	575TH	2 : 00		2 : 30		:		:		Y-29	14 : 30
38	LEE, DORMAN W, 37055650, T/SGT	575TH	G 4 : 30		:		:		:		TO: A-78	19 : 00
16	THOMPSON, CRAWFORD P,14042327,CPL	575TH	X 4 : 30		:		:		:		MISSION: / NO. OF LANDINGS	4 : 30
16	DUFFY, STEPHEN (NMI), 33487320,PFC	575TH	X 4 : 30		:		:		:		FROM:	:
			:		:		:		:		TO:	:
											MISSION: / NO. OF LANDINGS	:
18	CHATHAM, MILTON E. 0715990,1ST LT	575TH	P 1 : 20		:		:		:		FROM:	
38	LEE, DORMAN W, 37055650, T/SGT	575TH	G 1 : 20		:		:		:		A-78	19 : 45
16	THOMPSON, CRAWFORD P,14042327,CPL	575TH	X 1 : 20		:		:		:		TO: X	21 : 05
16	DUFFY, STEPHEN (NMI),33487320,PFC	575TH	X 1 : 20		:		:		:		MISSION: / NO. OF LANDINGS	1 : 20
											FROM:	:
											TO:	:
											MISSION: / NO. OF LANDINGS	:
											FROM:	:
											TO:	:
											MISSION: / NO. OF LANDINGS	:

ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER

THIS IS A CERTIFIED TRUE EXTRACT COPY:

John L. Hoar

JOHN L. HOAR,
1ST LT, AIR CORPS,
ASS'T OPNS OFFICER.

RESTRICTED 8 may

WAR DEPARTMENT A. A. F. FORM NO. 1 2-2-42

FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT — P OPER. CLERK

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A — S CREW CHIEF

TOTAL FLIGHT TIME 5:50

KODAK

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WAR DEPARTMENT
A. A. F.
FORM NO. 1 A
2-2-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	13May45	S	Y-29
DAILY	12May45	—	Y-29
25 HOURS	138:00		Y-29
50 HOURS	163:00		Y-29
100 HOURS	163:00		Y-29
Plugs	157:55		Y-29
Batt	12:50	S	Y-29

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS) SERVICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERVICED	NO. 1 IN TANKS	NO. 2 SERVICED	NO. 2 IN TANKS	NO. 3 SERVICED	NO. 3 IN TANKS	NO. 4 SERVICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST	600	925	20	120	20	120					
2ND	700	925	20	120	20	120					
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	A	S/Sgt Angers	Y-29
GUNNERY	A	"	Y-29
CHEMICAL Pyro	A	"	Y-29
COMMUNICATIONS	L	Cpl Larson	Y-29
PHOTOGRAPHIC	S	T/Sgt Speer	Y-29
NAVIGATION	S	"	Y-29
Aux PP	S	"	Y-29

STATUS TODAY

1.	2.
3.	4.

EXPLANATION: T.O. 04-1-17 & 9thBD 65-91
MTI 01-40AJ-6 TMI 01-40AJ-24 NCW
25 hr insp overdue

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT "Class Equip"
1 ME Chatham
2 RN Breesman
3 ME Chatham
4

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

SECRET OR CONFIDENTIAL EQUIPMENT INSTALLED

#1 OK ME Chatham 1st Lt
#2 Ship OK RN Breesman 1st Lt
#3 Ship did not return to base - Landed Wheels up in open field due to lack of gas ME Chatham 1st Lt AC
25 hr insp overdue on Aux Equip and Eng T/Sgt Speer

AIRCRAFT AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	138:15	138:15		
HOURS TODAY	10:20	10:20		
TOTAL	148:35	148:35		
OIL CHANGE DUE	163:00	163:00		
CUNO. CLEANING DUE				

AIRCRAFT		
	HOURS TO DATE	138:15
	HOURS TODAY	10:20
	TOTAL	148:35

CERTIFIED TRUE COPY:

William S. Ahrendt

WILLIAM S AHRENDT,
1st Lt, Air Corps,
Asst Engineering Officer.

No 2 Serviced by Cpl Sinner
No 1 Serviced by Cpl Sinner

ENGINE DATA						AIRCRAFT DATA			AIRCRAFT ORG. DATA					
TOTAL FLIGHT TIME	ENGINE SERIAL NO. (4)	ENGINE SERIAL NO. (3)	ENGINE SERIAL NO. (2)	ENGINE SERIAL NO. (1)	ENGINE MODEL	AIRCRAFT SERIAL NO.	AIRCRAFT MODEL	COMPONENT	SQUADRON NO. AND TYPE	GROUP NO. AND TYPE	COMMAND, CORPS AREA OR DEPT.	AIR FORCE	CREW CHIEF OR AERIAL ENGINEER	STATION	DATE
10:20			FP-021061	FP-021181	R-2800-71	43-22529	A-26C20		575th Bomb (M)	391st Bomb (M)	9th Bomber	9th,	T/Sgt Speer	Y-29	13 May 1945

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575TH BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP

PILOT'S STATEMENT ON AIRCRAFT ACCIDENT:-

AT 1430 ON THE AFTERNOON OF 13 MAY 1945, I TOOK OFF FROM AIRSTRIP Y-29 IN AIRCARFT NO 43-22529, A-26 TYPE AIRCRAFT, ON A LOCAL INSTRUMENT TRAINING FLIGHT. AT ABOUT 1830 I BEGAN TO SMELL SOMETHING BURNING IN THE COCKPIT. AT THAT TIME I WAS VERY NEAR AIRSTRIP A-78 SO I LANDED THERE TO INVESTIGATE THE TROUBLE BEFORE RETURNING TO Y-29, LANDED AT A-78 AT 1900. I FOUND THAT THE RIGHT VOLTAGE REGULATOR WAS VERY HOT AND BELIEVED THAT TO BE THE TROUBLE, SO I DECIDED TO TURN OFF THE RIGHT GENERATOR AND RETURN TO Y-29 WITH ONLY THE LEFT GENERATOR OPERATING. I OBTAINED A CLEARANCE FROM THE TOWER AND THE GROUND CREW SERVICED MY PLANE, BUT ONLY THE AUXILLARY TANKS. I TOOK OFF FROM A-78 AT 1945 AND HEADED FOR Y-29. ABOUT 10 MILES OUT I CONTACTED THE TOWER FOR LANDING INSTRUCTIONS AND UNDERSTOOD TOWER TO SAY "DO NOT LAND AT THIS BASE, THERE HAS BEEN A B-26 CRASH AND WORKERS ARE ON THE RUNWAY" THEN I TURNED AROUND AND HEADED BACK FOR A-78 AS I BELIEVED THIS TO BE THE NEAREST AIRSTRIP AND THE ONE FROM WHICH I HAD JUST COME. I WAS UNABLE TO LOCATE THE AIRSTRIP DUE TO THE THICH HAZE. THEN, KNOWING THAT I WAS LOST, I CALLED PARADE ON CHANNEL DOG. THIS FAILED SO I ALSO TRIED TO MAKE SOME CONTACT ON CHANNELS ABLE, BAKER, CHARLIE AND 6440 K.C. ON THE COMMAND SET, BUT WAS UNABLE TO CONTACT ANYONE. I THEN STARTED A SQUARE SEARCH, AFTER SOME TIME I SAW WHAT LOOKED LIKE A SMALL AIRSTRIP AND LET DOWN TOWARD IT WHEN MY RIGHT ENGINE QUIT. I SWITCHED TANKS, BUT IT DID NOT HELP. THEN ABOUT 10 SECONDS LATER THE LEFT ENGINE QUIT. I LANDED WHEELS UP IN A FIELD 2 MILES NORTH OF PALISEUL, BELGIUM AT 2105 HOURS.

Milton E. Chatham
MILTON E. CHATHAM,
1ST LT, AIR CORPS,
PILOT.

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575TH BOMBARDMENT SQUADRON (M) AAF
APO 140

GUNNERS STATEMENT ON AIRCRAFT ACCIDENT:-

TOOK OFF ON AN INSTRUMENT TRAINING FLIGHT APPROXIMATELY 1430, 13TH MAY, 1945. I RODE IN THE NOSE TO OBSERVE AIRCRAFT FOR THE PILOT WHO WAS FLYING INSTRUMENT. AFTER ABOUT FOUR (4) HOURS FLYING, WE BOTH SMELLED SOMETHING BURNING (LIKE RUBBER OR INSULATION). UNABLE TO LOCATE THE TROUBLE IN FLIGHT, THE PILOT DECIDED TO LAND AT THE NEAREST FIELD TO INVESTIGATE. LANDED AT A-78 AT APPROXIMATELY 1900. GROUND CREW THERE SERVICED SHIP AND THE PILOT DISCOVERED TROUBLE TO BE IN A VOLTAGE REGULATOR. TOOK OFF FROM A-78 ABOUT 1945 FOR HOME BASE. AFTER ABOUT A HAFL HOUR, PILOT TOLD ME HE HAD CONTACTED OUR BASE AND COULDN'T LAND THERE, SO WE WOULD RETURN TO A-78. ABOUT THIRTY (30) MINUTES LATER, THE PILOT CALLED ME AND TOLD ME THAT THE MAN IN THE GUNNER'S POSITION COULD NOT BE REACHED ON INTERPHONE, AND SINCE OUR GAS SUPPLY WAS GETTING LOW, I SHOULD GO TO THE REAR AND SEE WHAT WAS WRONG. WHEN I GOT BACK TO THE GUNNER'S POSITION I PLUGGED IN MY THROAT MIKE AND HEAD SET AND CALLED THE PILOT. HE TOLD ME TO STAY THERE IN CASE OF AN EMERGENCY. ABOUT FIVE (5) OR TEN (10) MINUTES LATER, BOTH ENGINES CUT OUT AND THEN STARTED RUNNING AGAIN. SIMULTANICUSLY, THE PILOT CALLED ME AND TOLD ME TO PREPARE FOR A CRASH LANDING, WHICH I DID. WE HIT THE GROUND ABOUT 2110.

Norman W. Lee

DORMAN W. LEE, 37055650,
T/SGT 575TH BOMB SQDN.

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87TH AIR SERVICE SQUADRON
Office of the Engineering Officer

APO 149, U.S. Army.
15 May 1945.

SUBJECT: Report of Aircraft Accident.

TO : Operations Officer, Headquarters, 391st Bombardment Group, APO 140, U.S. Army.

1. Subject Aircraft, A-26C, #43-22529, crashed in a field approximately 1½ miles North of PALISEUL, BELGIUM. Pilot reported that he was forced to crash land because of lack of fuel.

2. The Aircraft approached the field flying in a North-easterly direction. Indications are that wheel nacelles and bottom turret were first to make contact with ground. First contact with ground was made about ten (10) feet from a barbed wire fence which was approximately thirty-six (36) to forty-two (42) inches high. A small embankment two (2) feet high was directly behind the fence. Aircraft made contact with this embankment and continued to slide up hill (approx. 5 degrees) for nearly one hundred and fifty (150) yards. There the left wheel nacelle came into contact with a small ditch turning the Aircraft about Ninety (90) degrees Aircraft then slidm sideways for fifty (50) yards and came to a complete stop.

3. Gear and Doors from Right Nacelle were found lying in ditch. Aircraft broke in two at turrets except for about two (2) feet of skin on the left side of aircraft. Propellers were not feathered and wheels were in the Up position and locked.

4. Aircraft is complete Salvage. Both engines were Sudden Stoppage, wings are repairable, rudder serviceable. Units of the 3oth Air Depot Group will handle salvage work.

For the Commanding Officer:

Walter B. Northrup

WALTER B. NORTHRUP,
1st Lt, Air Corps,
Engineering Officer.

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AAF STATION Y-29
OFFICE OF FLYING CONTROL
APO 140

16 MAY 1945

SUBJECT: AIRCRAFT ACCIDENT REPORT.

TO : WHOM IT MAY CONCERN.

1. ABOUT 2015 HOURS, 13 MAY 1945, A-26 NO. 529-V, PILOT CHATHAM, CALLED FOR LANDING INSTRUCTIONS. AT THAT TIME WE HAD A REPORTED CRASH NEAR THE APPROACH TO RUNWAY NO. 24 AND HAD GROUND SEARCHERS LOOKING FOR IT. 529-V WAS ASKED TO AID IN THE SEARCH. HE DID NOT RECEIVE PROPERLY AND WE HAD TO REPEAT BEFORE HE SAID IT WAS UNDERSTOOD.

2. ABOUT TEN (10) MINUTES LATER 529-V WAS NOT YET SEEN, SO CALLS WERE PUT OUT FOR HIM. WE COULD NOT CONTACT HIM.

3. ABOUT 2100 HOURS WE CALLED BOMBAY FOR INFORMATION REGARDING HIM. THEY HAD HEARD HIM CALL PARADE FOR HELP BUT COULD NOT CONTACT HIM BACK.

4. NEXT MORNING WORD WAS RECEIVED THAT HE HAD CRASH LANDED ALMOST EIGHTY (80) MILES FROM THE FIELD.

Marion R. Mayse
MARION R. MAYSE,
2ND LT., AIR CORPS,
D.F.C.O.

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AAF STATION Y-29
OFFICE OF FLYING CONTROL
APO 140

16 MAY 1945

SUBJECT: AIRCRAFT ACCIDENT REPORT.

TO : WHOM IT MAY CONCERN.

1. SUNDAY EVENING, 13 MAY 1945, I WAS ON DUTY IN THE CONTROL TOWER AS RADIO OPERATOR.

2. AIRCRAFT 529- V CALLED IN FOR LANDING INSTRUCTIONS. HIS TRANSMISSION WAS WEAK. I SAID: "529-V DO NOT LAND. THERE IS A CRASHED AIRCRAFT ABOUT ONE AND ONE-HALF (1½) MILES FROM THE FIELD. SEARCHERS ARE LOOKING FOR IT. THEY ARE HAVING TROUBLE FINDING IT. TAKE A HEADING OF 060 DEGREES FROM THE FIELD AND CIRCLE THE CRASHED AIRCRAFT. IT IS ON THE FINAL APPROACH OF RUNWAY NO. 24, ABOUT ONE AND ONE-HALF (1½) MILES OUT."

3. HE DID NOT ANSWER AT ONCE SO I ASKED HIM IF HE HAD RECEIVED MY MESSAGE. HE ASKED ME TO REPEAT IT AS HE HAD NOT RECEIVED ALL OF MY MESSAGE. HE ASKED ME TO REPEAT IT AS HE HAD NOT RECEIVED ALL OF IT. I REPEATED MY MESSAGE AND THEN HE ACKNOWLEDGED RECEIVING IT.

4. APPROXIMATELY TEN (10) OR TWELVE (12) MINUTES ELAPSED AND I DID NOT SIGHT OR RECEIVE A CALL FROM HIM. I CALLED HIM TWO OR THREE TIMES AND RECEIVED NO ANSWER.

Robert E. Lown
ROBERT E. LOWN,
CPL., AIR CORPS,
RADIO OPERATOR.

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HEADQUARTERS
391st BOMBARDMENT GROUP (M)
Office of the Weather Officer

APO 140, U.S. Army
19 May 1945.

SUBJECT : Existing Weather for Accident Report.

TO : Commanding Officer, 391st Bombardment Group (M),
APO 140, U.S. Army.

1. The following is a weather summary for A-78, and vicinity for the period 2000-2200 DBST, 13 May 1945.

a. A-78 - 2000 2-3000 scattered clouds, vissibility 7 Mi.
2100 High scattered lower broken clouds at 2500 feet, visibility 7 miles.
2200 Scattered medium clouds , broken low clouds at 2500 feet, Visibility 7 miles.

b. Y-29 2000 Scattered clouds at 3000 feet, visibility 5 miles, dust storm.
2100 Scattered medium cloud, scattered low cloud at 3000 feet, visibility 7 miles.
2200 Scattered low cloud at 2-3000 feet, visibility 7 miles.

c. A-68 2000 High scattered, lower scattered clouds at 3000 feet, visibility 6 miles, light haze.
2100 Scattered clouds at 3000 feet visibility 4 miles.
2200 Scattered medium clouds, lower scattered clouds at 3000 feet, visibility 7 miles.

d. A-93D 2200 Scattered low clouds at 3000 feet, visibility 6 miles.

e. A-97 2000 High scattered clouds, visibility more than 8 miles
2200 High scattered, low scattered clouds above 10000 feet, visibility more than 8 Mi.

Harold L. Henry
HAROLD L. HENRY
Capt Air Corps
Staff Weather Officer

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CONFIDENTIAL

AIRCRAFT CLEARANCE AND CREW-COUNTING SLIP

Name of Station A-78 Station R/T Call Sign Rightwing Date 13-5-45 Freq: 6440

Type A-26 A/C No. 529 Home Station of A/C Y-29
(If a flight of A/C, list A/C No. of each and name of the pilot and attach list of crew and passengers of each.)

CREW		PASSENGERS	
1. Chatham, Milton E., 1st Lt.	(P)	6.	
2.	(CP)	7.	
3.	(N)	8.	
4. Lee, Dorman W., T/Sgt.	(R)	9.	
5.	(R)	10.	

DESTINATION Y-29 Cruising Speed 220 ETD 2000 ETA 2040

Hrs. of Fuel 4 plus

Station HF R/T Call Sign at Destination Cupfinal Freq 6440 Kcs

Station VHF R/T Call Sign at Destination _____ Freq _____ Kcs

Station HF W/T Call Sign at Destination _____ Freq _____ Kcs

Aircraft keeping watch on HF R/T _____ Kcs. VHF R/T ___ HF W/T Channel _____ Kcs

A/C Call Signs: R/T Washout -V W/T _____. W/T Code carried _____
or _____ Date _____
(bomber code, ABC-216 etc.)

ROUTE: Direct

Contact

(To be filled in by cutting RCC.)
ROUTE WEATHER FORECAST: 0-3/10 SC, Base 2-4000', VSBY 6 MILES PLUS, NIL ICG, WINDS to 4000', 220-240 DEG at 15-20 MPH.

Signed F. Gifford Forecaster Rank 1st Lt. Time 2000 AC

Pilot has been briefed for flight and has obtained colors and verification tables for the period from 2000 hrs to 0200 hrs.

SEWELL V. MITCHELL, 1st Lt., AC
(Duty RCO'S signature)

MILTON E. CHATHAM
(PILOT'S SIGNATURE)

Actual time of Departure _____ Departure Signal Lent _____

Original to be carried by pilot. Duplicate to be held in flying control office. (Ninth Air Force Form No. 1--, 1 X)

CERTIFIED TRUE COPY
James A. Hanson
JAMES A. HANSON
1st Lt., Air Corps
Flying Control Officer

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R E S T R I C T E D

HEADQUARTERS
AAF STATION Y-29

G-C-1

APO 140, U. S. Army.
22 May 1945

360.33
F SUBJECT: Report of Aircraft Accident, A-26C20, A.F. No. 43-22529.

TO : Commanding General, 9th Air Division, APO 140, U.S. Army.

Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident in accordance with paragraph 2, Memorandum 62-2, Headquarters, 9th Bombardment Division (M), dated 12 March 1945.

For the Commanding Officer:

RECEIVED 22 MAY 1945

HARLEY N. COX
Major, Air Corps
Adjutant.

10-Incls: Quadruplicate
1-WD AAF Form No. 14.
2-Statement of Pilot.
3-Statement of Gunner.
4-Statement of Engineering Officer.
5-Statement of D.F.C.O.
6-Statement of Radio Operator.
7-Statement of Staff Weather Officer.
8-WD AAF Form No. 1.
9-WD AAF Form No. 1A.
10-Photographs.

360.33 1st Ind. E-C-3
F HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 1 June 1945.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to return to Group for reconsideration.

For the Commanding General:

13075

C. C. VEGA, Jr.
LT. COLONEL, A.C.
ADJUTANT GENERAL.

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HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 12 June 1945. E

To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

Report of Aircraft Accident Committee approved.

For the Commanding General:

HARRY S. KOCH,
Major, A.G.D.,
Asst Adj. Gen.

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