

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Un

(1) Place **Ashlin Island** (2) Date **April 7, 1943** (3) Time **1215**
 AIRCRAFT: (4) Type and model **B-26C** (5) A. F. No. **41-24729** (6) Station **Myrtle Beach, S.C.**
 Organization: (7) **3rd Bomber** (8) **323rd Bomb.** (9) **453rd Bomb.**
(Command and Air Force) (Group) (Squadron)

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)
P	Hunt, James F.	P	0-723053	1st Lt.	01	AAF	3rd A.F.	(Multiple)	Yes
X	Stern, Arnold, (NMI)	P	0-791250	1st Lt.	01	AAF	"	(Abrons)	"
E	Williams, Billy R.,	E	6394227	W/sgt.	20	AAF	"	"	"
R	Stevens, Ralph E.,	R	35477213	S/sgt.	36	AAF	"	Sprained L. knee & R. ankle	"

MAY 14 43 AM



PILOT CHARGED WITH ACCIDENT

(20) **Hunt, James F.,** (21) **0-723053** (22) **1st Lt.** (23) **01** (24) **AAF**
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) **3rd Air Force** (26) **323rd Bomb.** (27) **453rd Bomb.** (28) **Myrtle Beach, S.C.**
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) **3rd Air Force** (30) **323rd Bomb** (31) **453rd Bomb.** (32) **Myrtle Beach, S.C.**
(Restricted) (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) **Pilot** (34) **3/10/42** Present rating (35) **Pilot** (36) **1/4/43** Instrument rating (37) **10/29/42**
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type **200:00** (42) Instrument time last 6 months **30:00**
 (39) This model **10:00** (43) Instrument time last 30 days **0:00**
 (40) Last 90 days **40:00** (44) Night time last 6 months **50:00**
 (41) Total **465:00** (45) Night time last 30 days **0:00**

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft N	Crashed, wrecked, and burned.
(47) Engine(s) N	" " " "
(48) Propeller(s) N	" " " "

(50) Weather at the time of accident **CAVU**

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

(52) Cleared from **Harrison Field** (53) To **Borinquen Field** (54) Kind of clearance **Contact**

(55) Pilot's mission **Ferrying the aircraft to Borinquen Field, Puerto Rico.**

(56) Nature of accident **Abandoned airplane in flight.**

(57) Cause of accident **Failure of fuel transfer mechanism.**

Unable to transfer fuel from auxiliary or bomb bay tanks to main tanks.

DESCRIPTION OF ACCIDENT

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

West Palm Beach, Florida,
April 14, 1943.

FINDINGS:

B-26-C airplane #41-34720 departed Morrison Field, West Palm Beach, Florida at 0830, April 7, 1943, for secret destination. The immediate clearance being for Boringua Field, Puerto Rico.

The flight was normal in all respects until 1115 while on course after having used gasoline from their main tanks, it became necessary to transfer fuel from the auxiliary tanks and the bomb bay tanks to the main tanks in order to complete the flight to Boringua Field.

Testimony indicates that the engineer on the airplane made every effort to operate the fuel transfer mechanism, but for reasons unknown the fuel transfer mechanism would not function properly and fuel could not be transferred to the main tank in order to enable the airplane to continue flight to destination.

There was not sufficient fuel in the main tanks to continue flight to the nearest landing field for an emergency landing. Said field being Guantanamo Bay.

For the above reasons the pilot concluded that there was no other alternative than to abandon the airplane in flight.

The pilot and crew abandoned the airplane in flight over Acklin Island longitude 74° West, latitude 22° 30' North, the entire crew landing safely by parachute. Three of them landing on Acklin Island, one of them landing in the ocean, two miles off shore whereby he swam to Acklin Island.

The entire crew was rescued from said Acklin Island by Navy PBY airplanes and departed for the Island of Great Exuma the day following the accident and thereby landing on said island.

The testimony indicates that as the crew abandoned the airplane in flight, the airplane crashed on the island and was destroyed by fire.

The cause of this accident was the failure of the fuel transfer mechanism to function properly for reasons unknown to this committee.

RECOMMENDATIONS:

It is recommended that airplanes after departure test their fuel transfer system at a time when sufficient gasoline remains in the main tanks to enable them to return to point of departure or the nearest available airbase.

SIGNATURE

D. A. Johnson
D. A. Johnson,
Captain, Air Corps

President.

Richard W. Hutton
Richard W. Hutton,
Captain, Air Corps,
Committee Member.

Richard W. Hutton
RICHARD W. HUTTON,
Captain, Air Corps
Committee Member.

Date: April 14, 1943.

James F. Hunt, 1st Lt., O-728083, 453rd Bomb Sqdn., 323rd Bomb Group, Myrtle Beach, South Carolina, on April 14, 1943, appeared in person before the Accident Classification Committee appointed by paragraph Base, Morrison Field, West Palm Beach, Florida to investigate aircraft accident, B-26-C airplane #41-34720, which occurred at Morrison Field, on April 7, 1943 and after being duly sworn testified as follows:

Captain Johnson: You were the pilot of B-26 airplane #41-34720 that departed Morrison Field, West Palm Beach, Florida on April 7, 1943 for secret destination?
Answer: Yes, sir.

Captain Johnson: Where did you first accept delivery of this airplane?
Answer: Baer Field, Fort Wayne, Indiana.

Captain Johnson: And what was the date?
Answer: About the 2nd of April.

Captain Johnson: Where?
Answer: Baer Field.

Captain Lamont: Any work done there?
Answer: Yes, sir.

Captain Lamont: Did you test this ship afterwards?
Answer: Yes, sir. For an hour.

Captain Lamont: Anything wrong?
Answer: No, sir.

Captain Johnson: And when did you leave Fort Wayne?
Answer: Saturday. I'm not sure of the date. I think it was April 3, 1943.

Captain Johnson: And you departed for what station?
Answer: For Hunter Field, Savannah, Georgia.

Captain Johnson: And when did you arrive there?
Answer: April 3, 1943.

Captain Lamont: Why did you stop there?
Answer: Hunter Field was a processing station through which we had to go. They held a 100 hour inspection on our ships and we received any supplies and such that we were short.

Captain Johnson: Did you receive the 100 hour inspection at Hunter Field, Savannah, Ga.?
Answer: Yes.

Captain Johnson: Did you test fly the airplane after this inspection?
Answer: No, we didn't have time.

Captain Johnson: How many airplanes took off on April 4th?
Answer: In our flight, three ships. Four ships in our flight.

Captain Johnson: And how long did you have to run your motors while
off?
Answer: Forty-five minutes.

Captain Johnson: Don't you consider that too long a time to idle the motors.
Answer: We had the time and we wanted to warm up our motors good.

Captain Johnson: About what time did you start your engines?
Answer: About 1405, sir. We were having a little trouble with our left engine. We lost gasoline on the way down.

Captain Johnson: What would you determine the cause of this?
Answer: When we entered our ship into the Sub Depot to check the points on the left engine, they found a loose lid on the left engine.

Captain Johnson: When did you depart from Hunter Field, Georgia, and for where?
Answer: The next morning around 7. The 5th of April.

Captain Johnson: And your destination was what?
Answer: Harrison Field, Florida.

Captain Johnson: Your motors operated o.k.?
Answer: No. My crew chief ran the motors up while I was standing on the outside of the ship and we determined that the fuel pump should be changed.

Captain Johnson: Did the ship go back to the Sub Depot?
Answer: No, we changed the fuel pump ourselves.

Captain Johnson: Anything unusual about the fuel pump when you took it off?
Answer: No. We turned it into our lys.

Captain Johnson: Was it the hose clamp that was loose?
Answer: Yes.

Captain Wittenmyer: You know that these clamps are to be tightened every day?
Answer: No, but we usually tighten them often. About every three days.

Captain Johnson: Did you find anything else wrong?
Answer: No. That was all.

Captain Johnson: When did you clear Hunter Field?
Answer: April 5th.

Captain Johnson: What time?
Answer: 1345.

Captain Johnson: And your destination was what?
Answer: Harrison Field, Florida.

Captain Johnson: When did you arrive here?
Answer: 1600.

Captain Johnson: Anything wrong with the airplane during flight?
Answer: We lost 35 gallons of gasoline during the flight.

Captain Johnson: What was the reason for this loss of gasoline?
Answer: Gas tank caps weren't on tight enough.

Captain Johnson: Anything else wrong with the airplane during the flight?

Answer: Besides our loss of fuel nothing else was wrong. When we got here at Morrison Field we changed the right fuel gauge indicator on the right engine.

Captain Johnson: Did you put in a new indicator?
Answer: Yes, sir.

Captain Johnson: Any work done at Morrison Field?
Answer: There were signs of oil around the right engine, which we had checked. That is, when we turned it into the Sub Depot for repair.

Captain Johnson: Is that the 115th Sub Depot?
Answer: Yes, sir.

Captain Johnson: When you arrived at Morrison Field, you were fully loaded?
Answer: Yes, sir.

Captain Johnson: Did you see about a guard?
Answer: Yes, sir. I turned in all of my forms and so on and the next morning when we went out to the ship there was no guard posted. It was about quarter to nine, and the ship was unlocked and open.

Captain Johnson: Was there any other airplane nearby?
Answer: We were on hardstand 36 and there was a guard between 35 and 21.

Captain Johnson: There was a guard between hardstand 35 and hardstand 21?
Answer: Yes, sir.

Captain Johnson: Who was supposed to lock the airplane?
Answer: We all stood there while Sergeant Williams was locking the ship.

Captain Johnson: The next morning you went out to the airplane - no guard and the ship was unlocked. And everything was open on the ship. Is that right?
Answer: Yes, sir.

Captain Johnson: But you never left the ship unless you saw to it that there was a guard on. That is, you never left the ship, if someone wasn't around the ship?
Answer: That's right sir. At any time that I left the airplane there was someone around the ship. Even my crew chief at one time.

Captain Johnson: This was still on the 5th of April?
Answer: Yes, sir. Then on the 6th by 9:30 we still hadn't gotten a guard on the ship. I left then to go out and to see about getting a guard on the ship that night. About 10:30 a guard came on to guard the ship.

Captain Johnson: On the 6th?
Answer: Yes, sir.

Captain Johnson: Did you test fly the airplane before you departed on the 7th?
Answer: No, sir.

Captain Johnson: Did your crew chief inspect the airplane?
Answer: Yes, sir. We went through a detailed inspection.

Captain Johnson: Find anything wrong?

Answer: No, sir. I ran the engines up.

Captain Johnson: When did you depart from Morrison Field, Florida?

Answer: The first time we departed was 7:30, April 7th, and about 10 minutes out my radio man discovered that his parachute wasn't in the plane. We had to come back in and land then to get his parachute. He got out of the plane and found his parachute on hardstand 36. Then we taxied out about 8:15.

Captain Johnson: Where did he find his parachute on hardstand 36?

Answer: Yes, sir.

Captain Johnson: Had he put the parachute in the ship the night before?

Answer: Yes, sir.

Captain Johnson: What time did you clear for take-off?

Answer: About 8:30 the second time.

Captain Johnson: Take-off normal?

Answer: Normal. About 1000 feet and headed out to sea.

Captain Johnson: And your destination was what?

Answer: Boringman Field. We were just out of Morrison Field when we hit a little bad weather. It began to clear up in about an hour or two and we were flying about 1500 feet. About 11:35 Sargeant Williams started to transfer fuel.

Captain Johnson: How long had you been in flight?

Answer: From 8:30 until, well, about 3 hours. It was 8:30 to 11:30. Sargeant Williams came up and told me of his difficulty and told me he would keep working on them. He kept working with it for about one half hour trying everything he could and finally we all decided that we should bail out.

Captain Johnson: Do you know how those tanks work?

Answer: Yes, sir. I know the general outline on them. You transfer gasoline from the auxiliary tank to the main tank.

Captain Johnson: Do you know what Sargeant Williams did to try to get those tanks to working again?

Answer: Yes, sir. He connected the emergency hand pump system, but he still couldn't transfer the fuel. We had about 100 or 125 gallons in the main tanks when we started to transfer this fuel. By this time we thought that we'd better leave the formation and try to get down.

Captain Johnson: How much gasoline did you have on the ship?

Answer: 300 gallons in the bomb bays and 160 in the auxiliaries.

Captain Johnson: And what did each hold?

Answer: 120 gallons in each auxiliary tank. 360 gallons in the main tanks.

Captain Johnson: You had 720 gallons in the main tanks and 360 in the auxiliary tanks?

Answer: Yes, sir.

Captain Johnson: How low were your mains? 100 to 125?

Answer: Yes, sir. About 100 gallons.

Captain Lamont: No other tanks that would transfer to the main?
Answer: No, sir.

Captain Johnson: Your auxiliary tank you transfer from this left to right main and right main to left main?
Answer: Yes, sir.

Captain Lamont: You said you had 100 to 125 gallons in each tank?
Answer: Yes, sir.

Captain Johnson: Go on from there.
Answer: It seemed that during the time he was transferring the fuel, the fuel gauge seemed to drop a lot. I don't know what was happening to the gauge and we started on to Guantanamo and plane #693 was going to accompany us.

Captain Johnson: Did you transfer any fuel in flight from Baer Field to Hunter Field?
Answer: Yes, sir.

Captain Johnson: And they worked correctly?
Answer: Yes, sir.

Captain Johnson: You're sure they worked?
Answer: Yes, sir. I'm positive.

Captain Johnson: You were able to fill the main tanks?
Answer: Yes, sir.

Captain Johnson: How far were you from Guantanamo?
Answer: About 150 miles. We'd been out about 4 hours and by this time the gasoline was dropping fast.

Captain Johnson: What was your altitude?
Answer: 1500. Then we climbed to 5000 feet.

Captain Johnson: From 1500?
Answer: Yes, sir.

Captain Johnson: How was the weather?
Answer: Weather was all right.

Captain Johnson: Were you in contact with your squadron leader?
Answer: Yes, sir.

Captain Johnson: Did they know of your trouble?
Answer: Yes, sir.

Captain Johnson: Did your Flight Commander give you any advice?
Answer: No, sir. There wasn't any need for that.

Captain Johnson: Was the pump operating?
Answer: Yes, sir. The pump was operating. The engineer said he could feel the pump vibrating.

Captain Johnson: Go on from there.
Answer: We saw that it would be practically impossible to set the airplane down on the beach and we saw an A-20 on Castle Island, so we decided the safest thing to do would be to abandon ship.

Captain Johnson: You saw an A-20 on Castle Island?
Answer: Yes, sir.

Captain Johnson: How could you tell the type of the ship?
Answer: I figured that that is what it was. We knew we didn't have sufficient gasoline to reach Guantanamo.

Captain Johnson: You were not in the squadron flight at that time?
Answer: No, sir.

Captain Johnson: You had a radio operator?
Answer: Yes, sir.

Captain Johnson: You had an engineer?
Answer: Yes, sir. Also, Lt. Starns.

Captain Johnson: Who is he?
Answer: He had come along, I believe, in case I got tired as I had just been released from the hospital after having pneumonia.

Captain Johnson: What date?
Answer: I went in on the 3rd.

Captain Johnson: At what station?
Answer: Baer Fld, Fort Wayne, Ind.

Captain Johnson: What date were you released?
Answer: The first time I was released from the hospital was on the 20th of March, and I went out and I was still sick so I went back in on the 21st. And I was released the 27th. They gave me 5 days leave to get back on my feet. On Thursday, the 1st of April, I came back out to the field and the squadron was leaving on that day. And I took off that day.

Captain Johnson: And Lt. Starn was along more or less as a co-pilot?
Answer: Yes, sir. He could relieve me. I wasn't back on my feet and didn't feel any too good.

Captain Johnson: How many hours' time have you had on B-26's?
Answer: Actual pilot time around 200 hours. Co-pilot time about 100 hours.

Captain Johnson: Did you discuss the matter of landing on the beach?
Answer: Yes, sir. We did. But the beach was all rocky and undoubtedly would have ended up in a crack-up.

Captain Johnson: Did you discuss the matter of landing on some other island or beach area?
Answer: No, because we didn't know the area at all.

Captain Johnson: Did you have any particular place where it was best to bail out?

Answer: We wanted to land a little bit off shore of Castle Island so we could be sure of getting to it and possibly get some kind of aid.

Captain Johnson: Which way was the wind blowing?

Answer: Northwest.

Captain Johnson: Then what steps did you take?

Answer: We opened the bomb bay doors.

Captain Johnson: Did you give the order to bail out?

Answer: I told the two sergeants to bail out first and Lt. Sterns was to follow them. We drank all the water we could because we didn't know of the conditions on the island. We also took our field rations. After this we opened up the bomb bays and Sgt. Stevens bailed out first. Then Sgt. Williams. We were too far beyond the island for Lt. Sterns to bail out then, so he waited until I had circled the island the second time. I was ready to bail out after him but the ship got out of control and started to dive so I went back to the controls. I circled the island the third time and I jumped out. The plane was above me about 500 feet at that time and it was flying northwest. Our intentions were to land on the island.

Captain Johnson: You say Sgt. Stevens bailed out first, then Sgt. Williams, then Lt. Stern, and then yourself?

Answer: Yes, sir. I saw two chutes going down, but I didn't see them land. And Lt. Stern landed in the water. I had a little difficulty in getting out because the first time I went back to jump out I had to go back to the controls and the second time my gun got caught on the seat. But the third time I made it.

Captain Johnson: What steps did you take after all this happened?

Answer: I jumped out the bomb bay and dropped for quite a while and pulled the rip cord. And at this time the ship was about 500 feet above me.

Captain Johnson: After that the ship crashed on the island?

Answer: No, sir. After I had landed I ran into two natives on the beach picking fruit.

Captain Johnson: What time did you bail out?

Answer: About 12:15 on April 7th.

Captain Johnson: What happened after this?

Answer: These two natives took me to a settlement. About 4 o'clock I started on foot to look for my other crew members. Without any success, I got back to the settlement, and saw that there wasn't any help or even any signs of any. The next morning a PBV came over the island and I waved to them with my May West.

Captain Johnson: When did you leave the island?

Answer: The 9th of April, in the PBV for Great Emma, and we stayed there that night. Then on the 10th we departed for Guantanamo.

Arnold Stern, 1st Lt., O-731250, 453rd Bomb Squadron, 123rd Bomb Group, Myrtle Beach, South Carolina, on April 14, 1943, appeared in person before the Accident Classification Committee appointed by paragraph 24, Special Order 499, dated April 14, 1943, Headquarters Army Air Base, Morrison Field, West Palm Beach, Florida to investigate aircraft accident, B-26-C airplane #41-34720, which occurred at Morrison Field on April 7, 1943, and after being duly sworn, testified as follows:

Captain Johnson: Lt. Stern, you were aboard this B-26 airplane #41-34720, which departed April 7, 1943 from Morrison Field for a secret destination?
Answer: Yes, sir.

Captain Johnson: Your duties were what aboard this airplane?
Answer: I was really just a passenger. Our group commander took my airplane with some of the group personnel.

Captain Johnson: You flew as sort of a relief pilot?
Answer: I guess so.

Captain Johnson: You were not the co-pilot?
Answer: No, sir.

Captain Johnson: Tell us just what happened beginning when you took off April 7, 1943?
Answer: We took off, a squadron of five airplanes. We were the last of our squadron and we headed out for Morriquan Field. About 3 or 3 1/2 hours later we decided to transfer some fuel and the engineer went back to do this and came forward and said transfer pump was not working. Then he tried every method he could. Tried to transfer it by hand and that wouldn't work. It was well over an hour and he said he couldn't do anything with it.

Captain Johnson: Did you go back there and work with it?
Answer: No, sir. I didn't.

Captain Johnson: Do you understand the fuel transfer system?
Answer: I think I do.

Captain Johnson: What do you do when you transfer the gasoline?
Answer: The main tanks are in the wing and the auxiliary tanks are in the wing and the bomb bay tanks with 300 gallons of gasoline. In order to get gasoline to the carburetor

Captain Johnson: What do you do when you transfer the gasoline? I mean how do you operate it?
Answer: You turn a switch, which works automatically.

Captain Johnson: You transfer gasoline to left to right main and left to right main.
Answer: Yes, sir.

Captain Johnson: Did you look at the selector valve at all?
Answer: No, sir. I didn't.

Captain Johnson: Did anybody try to assist the engineer?
Answer: Lt. Hunt was at the controls. It's a very simple process and it's done in every flight.

Captain Johnson: Have you formed any conclusions as to why you couldn't transfer gasoline to the main tanks?
Answer: After he tried every method of transferring it, I don't think a thing like that can happen by itself.

Captain Johnson: Anything in that system that might have been tampered with?
Answer: Valve in that system may have been.

Captain Johnson: You haven't really formed any opinions?
Answer: No, sir. The only thing I have to say is that it couldn't happen by itself.

Captain Johnson: Do you think that it possibly might have been tampered with?
Answer: I think it might have been.

Captain Johnson: Do you know how one could tamper with the mechanism to throw it out of proper function?
Answer: No, sir.

Captain Johnson: Did you notice that the gasoline gauge seemed to go down rapidly?
Answer: It seemed to me that gasoline was going someplace, but I don't know exact where. Seemed to me that there was more gas in one main tank than in the other.

Captain Johnson: How much gasoline did you have in your main tanks?
Answer: About 50 in each main tank. A total of 100 gallons.

Captain Johnson: What were your duties on the ship?
Answer: While I was on the ship I was more or less acting navigator.

Captain Johnson: How many miles were you from Borinquen?
Answer: We were about 300 miles away. We had been gone about 450 miles out.

Captain Johnson: After you decided that you couldn't reach any Army Field to make an emergency landing, then what happened?
Answer: It would have taken about 15 minutes to hit the coast of Cuba and since we were over an island at the time and since our engine might go out of gasoline over the water where we knew we wouldn't have a chance, we decided to bail out.

Captain Johnson: Did the pilot give the order to bail out?
Answer: Yes, sir. The two engineer men bailed out first and I was to follow them. After I bailed out, Lt. Hunt was to follow me. I landed in the sea.

Captain Johnson: Was there any confusion?
Answer: We all bailed out in order.

Captain Johnson: Your chute opened ok?
Answer: I spun around a lot and I lost everything I had on me.

Captain Johnson: Did your chute fit?
Answer: It didn't fit very well. It had been fitted, but I guess I didn't have it fitted properly.

Captain Johnson: Did you know you were going to land in water?
Answer: No, sir. I was over land.

Captain Johnson: How far from land were you?
Answer: I don't know. It took me an hour to swim in.

Captain Johnson: Two miles?
Answer: Just about.

Captain Johnson: Were you bothered by fish?
Answer: No, but I was bothered by the thought of fish.

Captain Johnson: Mac Westwork oke?
Answer: No, sir. As a matter of fact it didn't work at all. I couldn't blow it up any way.

Captain Johnson: What did the island look like?
Answer: There was a lot of coral. About 4 feet strip of sand on the beach.

Captain Johnson: Which side of the island were you on?
Answer: East side. I walked about two miles down the eastern side and south two miles and came to two houses. Had some coconut milk and then started searching for the other two men.

Captain Johnson: Who?
Answer: Sgt. Williams and Sgt. Stevens. By this time we had quite a congregation and we were wondering about Lt. Hunt. First we didn't know what had happened to him. I thought that he might have possibly have gone to another island, but didn't think that was probable. We stayed there that night. We went up to the counselors house on top of a hill and we stayed there that night.

Captain Johnson: When did you leave the island?
Answer: Next morning B-25 came over the island and circled about an hour. They sighted an A-20 and thought it was us. Later a FBY from Great Room circled overhead. We had a big smudge fire and FBY sighted us on top of the hill. After circling the island endeavoring to us.

Captain Johnson: How did they recognize you?
Answer: We had this fire going. They landed on the West side of the island and took a boat out to the FBY and flew back to Great Room. We stayed there that night. The next morning we departed.

Captain Johnson: What date? 9th or 10th?
Answer: 8:30 Saturday morning. The 10th of April.

Captain Johnson: For where?
Answer: Quantico.

Captain Johnson: Do you think it would be a good idea to have that A-20 removed?
Answer: I think it's too difficult to get to.

Captain Johnson: Lt. Stern, here are two photographs, which we will call exhibit A and B, do you know what these two pictures are?

Answer:

They are pictures of the remains of the B-26 and the area taken from the air.

Captain Johnson:
Answer:

This B-26 was completely demolished by fire!
Yes, sir.

Roger P. Powell, 1st Lt., O-441872, 315th Sub Depot, Morrison Field, West Palm Beach, Florida on April 14, 1943, appeared in person before the Accident Classification Committee appointed by paragraph 24, Special Order #89, dated April 14, 1943, Headquarters Army Air Base, Morrison Field, to investigate aircraft accident, B-26-C airplane #41-34720, which occurred at Morrison Field, on April 7, 1943 and after being duly sworn, testified as follows:

Captain Johnson: Did the 315th Sub Depot accomplish any work on this B-26 airplane #41-34720 on April 5, 6, or 7th?

Answer: Yes. On the 6th.

Captain Johnson: What work was accomplished?

Answer: The left auxiliary tank was leaking gas and was repaired. The generators on the right engine were checked. Renewed at Hunter Field.

Captain Johnson: And who did the work?

Answer: Inspector on generator was Currier. On the tanks Chetran.

Captain Johnson: When was this work accomplished?

Answer: The gas tank accomplished by 10:30 and 3 p.m. on the 6th for the generator

Phillip J. Hugh, 2nd Lt., O-731190, 453rd Bomb Squadron, 323rd Bomb Group, Myrtle Beach, South Carolina, on April 14, 1943, appeared in person before the Accident Classification Committee appointed by paragraph 24, Special Order #69, dated April 14, 1943, Headquarters Army Air Base, Morrison Field, West Palm Beach, Florida to investigate aircraft accident B-26-C airplane #41-34720, which occurred at Morrison Field, on April 7, 1943 and after being duly sworn, testified as follows:

Captain Johnson: Where did you first see this B-26 airplane #41-34720?
Answer: Savannah, Georgia.

Captain Johnson: On what date?
Answer: I couldn't say exactly, I believe it was the 6th.

Captain Johnson: And you departed on what date?
Answer: I believe it was the 6th that we departed for Morrison Field.

Captain Johnson: Anything wrong with the airplane during flight from Savannah to Morrison Field?
Answer: No, sir.

Captain Johnson: What time did the airplane arrive on April 6, 1943?
Answer: Around 3:45 or 4:45.

Captain Johnson: Anything wrong with the airplane when it arrived at Morrison Field?
Answer: No, sir. They lost about 35 gallons of gasoline on the way down to the field here.

Captain Johnson: Was a guard posted?
Answer: Yes, sir.

Captain Johnson: Were you on this B-26 when it departed Morrison Field?
Answer: No, sir. I was aboard another plane in the squadron.

Captain Johnson: Did you know of the trouble this other plane was having transferring fuel?
Answer: Yes, sir.

Captain Johnson: The pilot so informed you about losing 35 gallons of gasoline on the way down here?
Answer: Yes, sir.

Billy W. Williams, Master Sergeant, 63941927, 453rd Bomb Squadron, 323rd Bomb Group, Myrtle Beach, South Carolina, on April 14, 1943, appeared in person before the Accident Classification Committee appointed by paragraph 24, Special Order #89, dated April 14, 1943, Headquarters Army Air Base, Morrison Field, West Palm Beach, Florida to investigate aircraft accident, B-26-airplane #41-34720, which occurred at Morrison Field, on April 7, 1943 and after being duly sworn, testified as follows:

Captain Johnson: Sergeant Williams, you were the engineer on B-26-C airplane #41-34720 that crashed upon departure for secret destination on April 7, 1943?

Answer: Yes, sir.

Captain Johnson: When did you first assume your duties as engineer on this airplane?
Answer: When we got the ship from the Sub Depot in Fort Wayne, Indiana, sir.

Captain Johnson: On what date?
Answer: Around the first of the month.

Captain Johnson: What was done to the ship at the Sub Depot in Fort Wayne?
Answer: The ship was given an inspection of around 25 hours, sir.

Captain Johnson: Did you check the fuel pressure at Georgia?
Answer: Yes, sir.

Captain Johnson: Did you transfer your gasoline from your auxiliary tank?
Answer: Yes, sir.

Captain Johnson: And they worked all right?
Answer: Yes, sir.

Captain Johnson: Will you explain to the board the gasoline fuel system on B-26 airplanes?
Answer: You mean just the tanks?

Captain Johnson: Starting with the selector valve assembly and the pumps and flow of gasoline?
Answer: The tanks on the airplane and their capacity. There are two main tanks right and left wing. Capacity of each main tank is 360 gallons. Then you have two auxiliary tanks. Two bomb bay tanks, which hold 250 gallons each. You cross transfer from left to right and so on. You can check the tank and the pump by putting your hand on the bottom. By this you can feel the vibration to see if it is working.

Captain Johnson: Would it be much of a job to change this mechanism?
Answer: No, sir. The fact that the ship was unlocked both mornings adds to this in my opinion. There are a lot of wires in back of this system which can be very easily crossed.

Captain Johnson: Did you notice any gasoline streaming out?
Answer: No, sir.

Captain Johnson: Could this gasoline be pumped over board?
Answer: Yes, sir.

Captain Johnson: Where would it go out?
Answer: Underneath the wing.

Captain Johnson: Can you pump gasoline from the main tanks to the auxiliary tank?
Answer: I believe it would go over board.

Captain Johnson: While we're on the subject of the gas fuel system of B-26 airplanes, are there any questions that anybody would like to ask?

Captain Johnson: Answer: Sergeant Williams, how long have you been in the Army?
About 3 years.

Captain Johnson: Answer: All this time in the Air Corps?
No, sir. I have been in the Air Corps 23 months.

Captain Johnson: Answer: When were you assigned to start as crew chief?
About a year ago last April 1st.

Captain Johnson: Answer: How long have you been crew chief on B-26 airplanes?
11 months.

Captain Johnson: Answer: Did you find anything wrong with this airplane engine at Hunter Field, Savannah, Georgia?
No, sir.

Captain Johnson: Answer: What day did you leave Hunter Field?
The 5th, I believe.

Captain Johnson: Answer: Any difficulty from Hunter Field to Morrison Field?
The only trouble was the loss of about 35 gallons of gasoline.

Captain Johnson: Answer: Do you have any idea as to how this might have happened?
I really don't know where it went.

Captain Johnson: Answer: Any work done by the 313th Material Squadron or the 315th Sub Depot?
Some men came out to see about the gas cap, but I had already fixed it.

Captain Johnson: Answer: You arrived at what time at Morrison Field?
Four in the afternoon.

Captain Johnson: Answer: April 5th?
Yes, sir.

Captain Johnson: Answer: Did you ask for a guard on the airplane?
We asked for a guard and got a guard.

Captain Johnson: Answer: What time did you leave the airplane that night?
Left when the guard came on.

Captain Johnson: Answer: What time was that?
About 6 or 7 o'clock.

Captain Johnson: Answer: And there was a guard there when you left it?
Yes, sir. Lt. Hunt was there waiting for him.

Captain Johnson: Answer: Who is he?
The pilot.

Captain Johnson: Answer: Did you give any instructions to the guard?
No, sir.

Captain Johnson: Answer: Did you write up any work to be done?
No, sir. Only this gas cover.

Captain Johnson: You went back to the airplane in the morning?
Answer: Yes, sir.

Captain Johnson: This was the morning of the 6th?
Answer: Yes, sir.

Captain Johnson: Guard there?
Answer: No, sir.

Captain Johnson: Any guard nearby?
Answer: No, sir.

Captain Johnson: What hardstand were you on?
Answer: I believe it was hardstand 36.

Captain Johnson: Was there a guard on hardstand 35?
Answer: Not that I know of.

Captain Johnson: Was everything left as you left it?
Answer: No, sir. The doors were unlocked and the ship was open.

Captain Johnson: Did you report the condition of the doors being unlocked?
Answer: I didn't take care of that.

Captain Johnson: Had any of your crew been out to the airplane to work on it?
Answer: No, sir. Not that I know of.

Captain Johnson: Was any work done on the ship the next day?
Answer: One thing. There was a little oil on the engine and I got a man to check it. Lt. Hunt and I pulled the pre-flight to see, if anything was wrong. Everything was all right and the plane was o.k.

Captain Johnson: And you departed Morrison Field, April 7, 1943?
Answer: Yes, sir.

Captain Johnson: Tell us just what happened after you departed Morrison Field?
Answer: We took off 7:25 the first time and we had to come back for the radio man's parachute. We took off the second time around 8:25 and everything was perfect until around 11:15 when I started to transfer gasoline.

Captain Johnson: What time did you leave the field the second time?
Answer: 8:25, sir. At 11:15 I started to transfer gasoline. We had about 100 gallons in each tank when our trouble began.

Captain Johnson: What was your cruising speed?
Answer: Around 170 miles an hour.

Captain Johnson: You had about 100 gallons of gasoline in each tank?
Answer: When I started to transfer the fuel, yes, sir.

Captain Johnson: And you were out about 3 hours?
Answer: That's right, sir. So, that's when I started to transfer from my left to right main. Right main went down and still refused to run correctly.

Captain Johnson: Did it go down fast?
Answer: Yes, sir. I tried my hand pump, also, my electric pump, but nothing see-

to work. I worked on it for about an hour without any success. I could feel the pump vibrating so they must have been in working order.

Captain Johnson: Had you ever worked it before?
Answer: Yes, sir.

Captain Johnson: Gasoline was going through?
Answer: Yes, sir. It was apparently pumping gas out of the main tank.

Captain Johnson: Pumping it into the auxiliary?
Answer: Yes, sir.

Captain Johnson: You think it was going out over the flap?
Answer: Yes, sir.

Captain Johnson: Did you look out to see if any gasoline was streaming out?
Answer: I couldn't see that.

Captain Johnson: In your opinion why did the fuel transfer system give this kind of a performance?
Answer: It was quite evident that somebody had tampered with it.

Captain Johnson: Is it your opinion that the reading on the selector valves, indicating the correct reading might have been on some other tank?
Answer: Yes, sir. It could have been.

Captain Johnson: You are certain, in your opinion, that you understand the pump system?
Answer: I am certain, sir.

Captain Johnson: Have you had any previous trouble with the gauges?
Answer: No, sir.

Captain Johnson: Did you and the pilot talk the situation over?
Answer: He asked me if we had enough fuel to get to Guantanamo Bay and I told him that we didn't.

Captain Johnson: Did everybody know how to operate the parachute?
Answer: Yes, sir. We checked each others also.

Captain Johnson: Did you determine which way the wind was blowing?
Answer: Lt. Stern said it was a Northwest wind.

Captain Johnson: And then you bailed out over the island?
Answer: Yes, sir.

Captain Johnson: Go head first?
Answer: I rolled out, sir.

Captain Johnson: Fell out?
Answer: Yes, sir.

Captain Johnson: Were you turning end over end?
Answer: I made one complete turn.

Captain Johnson: Chute fit properly?

Answer: Yes, sir.

Captain Johnson: Was it a normal landing?
Answer: No, sir. I landed on rock.

Captain Johnson: That was the shore line?
Answer: Yes, sir. And it was very rugged. And as I landed the chute spread out in front of me.

Captain Johnson: Any trouble bailing out?
Answer: No, sir.

Captain Johnson: What happened after this?
Answer: I walked along the shore line after setting there a while. About 3 that afternoon Lt. Stern and some natives found Sgt. Stevens and I. They gave us some water and took us up to the counselors house. And we spent the night there.

Captain Johnson: The next day a FBI took you to Great Krusa?
Answer: Yes, sir.

Captain Johnson: Was there any confusion on board the airplane prior to bailing out?
Answer: No confusion at all, sir.

Captain Johnson: Pilot seemed to have control of the situation. Gave proper orders and everything normal?
Answer: Yes, sir.

Ralph Stevens, Staff Sergeant, 35477213, 453rd Bomb Squadron, 323rd Bomb Group, Myrtle Beach, South Carolina, on April 14, 1943, appeared in person before the Accident Classification Committee appointed by paragraph 24, Special Order #89, dated April 14, 1943, Headquarters Army Air Base, Morrison Field, West Palm Beach, Florida to investigate aircraft accident, B-26-C airplane #41-34720, which occurred at Morrison Field, on April 7, 1943 and after being duly sworn, testified as follows:

Captain Johnson: Were you the radio operator on B-26-C airplane #41-34720 that departed Morrison Field on April 7, for a secret destination?

Answer: Yes, sir.

Captain Johnson: Tell us in your own words what you experienced after you departed Morrison Field.

Answer: As soon as the airplane was taking off, I was riding in the tail balancing the load. As we got in the air I came forward and then I discovered I didn't have my chute. I didn't know about it until then. I didn't bother to look and we came back to get it.

Captain Johnson: How many airplanes in your squadron?

Answer: Five.

Captain Johnson: Did you know what was wrong?

Answer: I didn't know what was wrong, sir, but he spent 30 minutes trying to fix it.

Captain Johnson: What action did you take on the radio?

Answer: Before we bailed out I immediately blew it up as we have always been instructed to do.

Captain Johnson: What message did you send?

Answer: I didn't send any message at all, but the ship that rescued us said they had received a report on where we went down.

Captain Johnson: Your flight leader sent it in?

Answer: I believe so, sir.

Captain Johnson: Were you still all together?

Answer: The squadron wasn't with us right over the island, but we could still make communication with them.

Captain Johnson: What happened just before you bailed out? What took place?

Answer: I went to the back of the plane, put my harness on and got ready to jump from the bomb bay door.

Captain Johnson: Any confusion?

Answer: Not a bit.

Captain Johnson: Everything in order?

Answer: Yes, sir.

Captain Johnson: What did you do, jump head first?

Answer: No, I jumped and I cleared the bomb bay just fine. I pulled the rip cord and I didn't think it was going to open at first, but it opened up fine.

Captain Johnson: Harness slap you at all?

Answer: No, sir.

Captain Johnson: Did you land in the water?
Answer: I landed in the middle of the island. About 10 inches of dirt.

Captain Johnson: Mud?
Answer: No, it was dirt. Very light sand.

Captain Johnson: Any wind blowing?
Answer: Yes, sir. Cross wind, sir. It almost dragged me away. That is, it dragged me quite a way and it picked me up and started out again, but I got on top of it and held it down.

Captain Johnson: Did you get hurt in any way?
Answer: At the time my leg just hurt for about 30 minutes and when I finally got up, it loosened up and I found Sgt. Williams and we waded down the beach together and it started getting sore.

Captain Johnson: We had landed along the shore of the Bay?
Answer: Yes, sir.

Captain Johnson: Then what?
Answer: We waded along the beach for some time. Approximately 1/2 hour when we heard someone holler and some natives with Lt. Stern came out of the brush. They gave us some water and took us up to the counselors house.

Captain Johnson: Did they treat you alright?
Answer: Yes, sir. Just fine.

Captain Johnson: After this you took a PBY over to Great Exuma?
Answer: We stayed overnight on the island. And stayed 3 nights on the island.

Captain Johnson: Left April 9, 1943?
Answer: Yes, sir.

Captain Johnson: For Great Exuma?
Answer: Yes, sir, and we spent two nights there and they took us to Guantanamo.

Captain Johnson: They treated you alright there?
Answer: Everybody was swell.

HEADQUARTERS ARMY AIR BASE
OFFICE OF THE CHIEF OF STAFF
OFFICE OF THE CHIEF OF STAFF

1945
10/10/45
10/10/45

M 3654

Karl Truesdell
1945
10/10/45
10/10/45

PROCEEDINGS OF A COMMITTEE OF OFFICERS

APPOINTED TO

INVESTIGATE AIRCRAFT ACCIDENT

B-26-C

#41-34720

April 7, 1943.

Copies to:

Commanding General, Headquarters, Army Air Forces, Washington, D. C.
Commanding General, Air Transport Command, Washington, D. C.
Operations Officer, A-3, Air Transport Command, Washington, D. C.
**Commanding Officer, Headquarters, 453rd Bomb Squadron (323rd Group), Myrtle
Beach, South Carolina.**
Directorate of Flying Safety, Winston Salem, North Carolina.

AIRCRAFT CLEARANCE

(Pilot will complete necessary data on solid lines only)

Flight Identification

No. **9308 B**

OPERATIONS OFFICE **EL. CAROLINE WING, AFG, HARRISON FIELD**

DATE **APRIL 7, 1943**

ADDRESS **1001 PALM BEACH, FLORIDA**

(Communication channels—Circuit numbers)

(Airplane model)

(Serial number)

(Home station)

NAME AND RANK OF CREW AND OTHER OCCUPANTS

- | | | | | |
|----|-----------------------------|----------|----|--|
| 1. | 1st Lt. J. F. Hunt | P | 5. | |
| 2. | 1st Lt. Arnold Stern | S | 6. | |
| 3. | Sgt. R. L. Stephens | S | 7. | |
| 4. | Sgt. R. L. Williams | S | 8. | |
| | | | 9. | |

To **DAWSON** via **DAWSON** at **5000** To _____ via _____ at _____
(Route) (Altitude) (Route) (Altitude)

To _____ via _____ at _____ To _____ via _____ at _____
(Route) (Altitude) (Route) (Altitude)

0730 (Destination) **2 1/2** (Air speed) **1455** **1230** (Transmitting frequencies) **kc** **kc** **kc** **kc**

(Proposed take-off time) (Estimated time en route) (Hours of fuel aboard) Receiver only No radio

(Alternate airport—for instrument flight only)

REMARKS:

Thorough consideration has been given by the pilot to the NECESSARY MAPS, EMERGENCY EQUIPMENT, NOTICES TO AIRMEN, and WEATHER CONDITIONS affecting the proposed flight. The pilot is familiar with local flight rules and regulations and those of the Civil Aeronautics Administration.

WEATHER: C N FORECAST FOR ROUTE (E. T. E. plus two hours):

WINDS AT ALTITUDE

WINDS ALOFT: **1000** at **2000** at **2000**
(Best altitude) (Best altitude—2,000 feet)

Captain A. G. (Signature of weatherman) **1st Lt. J. F. Hunt** (Signature of pilot) Command pilot Senior pilot Pilot

Flight plan submitted to: _____ (Control station) _____ (Time) _____ Clearance authority (not required for command and senior pilots)

Approval received: _____ (Time) _____ (Signature)

Take-off reported by: _____ (Crewman) To _____ (Operations) **1st Lt. J. F. Hunt** Clearance officer—Operations officer (not required for command and senior pilots)

Take-off **0730** (Time) Message sent by: _____ (Time)

DEPARTURE RECORD

1st Lt. J. F. Hunt

1-26

12-34720

(Pilot)

(Airplane model and service number)

(Time and date of departure)

(Line crewman's signature)

This Departure Record will be given to the pilot who in turn will give it to the line crewman. The line crewman will complete and deliver to operations officer.

1-7-43

DATE

Harrison Field

STATION

123rd Bomb

GROUP NO. AND TYPE

P-40

AIRPLANE MODEL

Williams, Billy R. 1/sgt.

CREW CHIEF OR AERIAL ENGINEER

153rd Bomb

SQUADRON NO. AND TYPE

42-34720

AIRPLANE SERIAL NO.

PERSONNEL 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 OR I	DUTY	N OR I	DUTY	N OR I
1	2	3	4	5	6	7	8	9
01	1st Lt. A.G. Rant, James F. O-728083 453rd Sq.		P : .3	:	:	:	FROM: Harrison Field	07:30
02	1st Lt. A.G. Storn, Arnold (M1) O-731250 453rd Sq.		X : .3	:	:	:	TO: Harrison Field	07:45
	1/sgt. Williams, Billy R. 639127 453rd Sq.		R : .3	:	:	:	MISSION: P.	NO. OF LANDINGS: 1
	1/sgt. Storn, Ralph R. 3947723 453rd Sq.		R : .3	:	:	:	FROM:	:
			:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS:
01	1st Lt. A.G. Rant, James F. O-728083 453rd Sq.		P 3:8	:	:	:	FROM: Harrison Field	08:25
02	1st Lt. A.G. Storn, Arnold (M1) O-731250 453rd Sq.		X 3:8	:	:	:	TO:	12:15
20	1/sgt. Williams, Billy R. 639127 453rd Sq.		R 3:8	:	:	:	MISSION: P.	NO. OF LANDINGS: 3:8
	1/sgt. Storn, Ralph R. 3947723 453rd Sq.		R 3:8	:	:	:	FROM:	:
			:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS:
	Crew abandon airplane at 12:15		:	:	:	:	FROM:	:
	over Adlin Island.		:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS:
	A TRUE COPY: <i>[Signature]</i> D. E. [Signature] Captain, Air Corps.		:	:	:	:	FROM:	:
			:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS:

WAR DEPARTMENT
A. A. F.
FORM NO. 1
TENTATIVE-12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF

TOTAL FLIGHT
TIME

HEADQUARTERS 15TH FERRYING GROUP
CARIBBEAN WING ATC
MORRISON FIELD, WEST PALM BEACH, FLORIDA

EA - 3

April 6, 1943

OPERATIONS ORDER :

JUNE 215 :

1. Under authority contained in letter from the Adjutant General to the Commanding Generals, all Armies, G. H. Q. Air Forces, Departments and Corps Areas, etcetera dated June 5, 1941, File A. G. 320-2 (6-3-41) MR-M Subject: "Constitution of the Air Corps Ferrying Command," and per verbal instructions Commanding General, Air Transport Command, Washington, D. C., the following Officers and EM assigned will proceed in aircraft as indicated from Morrison Field, West Palm Beach, Florida to

equipment and personnel) reporting upon arrival thereof to the for duty and assignment:

B-26C	41-34706	9108-B-1	B-26C	41-34708	9108-B-2
P	Capt Herbert F. Thetmer	018865	P	Capt Richard V. Travis	023859
C	Capt Frank A. Kapecher	0419579	CI	1st Lt Albert W. Satterwhite	0727782
S	S/Sgt Lenno A. Decker	15085672	Iass	T/Sgt William J. McBride	12038339
R	T/Sgt Raymond W. Keaman	33117805	RO	S/Sgt Charles J. Ketcham	32337220
B-26C	41-34711	9108-B-3	B-26C	41-34709	9108-B-4
P	1st Lt Roy L. Sparks	0727791	P	1st Lt Oran A. Darwin	0728051
C	1st Lt Saul (NMI) Rubin	0791196	B	1st Lt William H. W. Stevens	0663328
S	S/Sgt James E. Hayes	1301146	E	M/Sgt Keith A. Bradshaw	37014323
RO	Sgt Jack W. Hipkin	34285295	Iass	T/Sgt Raymond A. Gonneman	16067299
B-26C	41-34704	9108-B-5	B-26C	41-34705	9108-B-6
P	1st Lt Robert C. Leuppe	0728091	P	1st Lt Roscoe A. Heller	0791205
C	1st Lt George I. Edwards	0791803	N	2nd Lt Richard F. Baker	0791788
S	T/Sgt Eugene L. Pechon	34153887	E	S/Sgt Frederick W. Harrison	31066521
RO	Sgt George W. Claxton	16092563	RO	S/Sgt Pryce (NMI) Hamoy	15090584
B-26C	41-34720	9108-B-7	B-26C	41-34707	9108-B-8
P	1st Lt James F. Hunt	0728083	P	1st Lt Clifford D. Gaudes	0661093
CI	1st Lt Arnold (NMI) Stern	0791250	CI	1st Lt Vincent J. Adduci	0663001
E	M/Sgt Billy R. Williams	6394127	Iass	T/Sgt Henry J. Harris	34199775
RO	S/Sgt Ralph E. Stevens	35477213	RO	Sgt William R. Lee	15085669
B-26C	41-34702	9108-B-9	B-26C	41-34714	9108-B-10
P	Capt Strauchen D. Kelsey	023779	P	1st Lt William E. Hartnett	0792261
C	1st Lt Clark T. Dean	0663242	C	2nd Lt Leo J. Carbonneau	0730708
E	M/Sgt Lewis G. Williams	33119774	Iass	T/Sgt Keith G. Soeman	36161912
RO	Sgt Roland E. Clark	39250858	RO	S/Sgt Benjamin (NMI) Lasky	12021085
B-26C	41-34712	9108-B-11	B-26C	41-34741	9108-B-12
P	1st Lt Anthony G. Van Antwerp	0662701	P	1st Lt Cortlandt V. Steen	0791248
C	2nd Lt Melville A. Erickson	0791804	C	2nd Lt John G. Swen	0731113
S	T/Sgt James C. Mann	33133853	Iass	T/Sgt Louis (A.I) Tonia	32174816
RO	S/Sgt William J. Zipperling	31122990	RO	Col Arthur J. Kerlock	32331139

OPERATIONS ORDER, NO. 215, Hq. 15th Ferrying Group, Morrison Field, West Palm Beach, Florida (Continued)

I-26C	41-34690	9108-I-13	I-26C	41-34693	9108-I-14
P	Capt Roy D. Pratt	0424668	P	1st Lt William J. Heather	0727724
D	1st Lt Jack T. Voigt	0661048	N	1st Lt George F. Burnett	0660867
Pass	M/Sgt Alton (NMI) Greenwood	6892663	Pass	T/Sgt Francis J. Wheat	13033233
RO	1st David (NMI) Mattis	32403093	RO	S/Sgt John E. Bull	36317146
	I-26C	41-34687		9108-I-15	
F	1st Lt Francis J. McGlynn	0726440			
CF	1st Lt Mark A. Sprague	0662690			
E	M/Sgt Daniel L. McCornack	19004662			
RO	Sgt Lawrence C. Nusser	33232976			

The duty to be performed being exceptional and requiring more than seventy-two (72) hours to perform, a delay of not to exceed thirty (30) days at any one stop inside the continental limits of the United States and outside the continental limits of the United States is hereby authorized.

In lieu of subsistence a flat per diem of six dollars (\$6.00) per day is authorized for travel by commercial or military aircraft inside and outside the continental limits of the United States in accordance with existing laws and regulations.

Travel directed is necessary in the military service and is chargeable to AC 2397 F 96-02A and 03A 0705-23.

By order of Lieutenant Colonel HASKINS:

ROBERT L. CARR
2nd Lt., Air Corps
Asst. Group S-3

OFFICIAL:

Robert L. Carr
ROBERT L. CARR M. H. M.
2nd Lt., Air Corps
Asst. Group S-3

DISTRIBUTION "B"