



# SUNNICA ENERGY FARM

EN010106

B050 Crash Site Report

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009



3 March 2023  
Version number: 00

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

## **Sunnica Energy Farm**

### **8.102 B050 Crash Site Report**

<b>Planning Inspectorate Scheme Reference</b>	EN010106
<b>Application Document Reference</b>	EN010106/APP/8.98
<b>Author</b>	Sunnica Energy Farm Project Team

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 00	3 March 2023	Submitted at Deadline 7



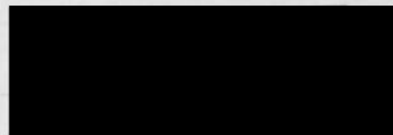
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**CLASSIFIED**  
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BY \_\_\_\_\_  
BY \_\_\_\_\_



CLASSIFICATION: \_\_\_\_\_

~~CONFIDENTIAL~~

THIS SHEET WILL NOT BE DETACHED FROM THIS CORRESPONDENCE FOR ANY REASON

WAR DEPARTMENT  
AAF Form No. 14  
(Rev. 1 Oct. '44)

RESTRICTED WHEN ENTRIES ARE MADE HEREON

ARMY AIR FORCES

# REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. <b>Suffolk County, Isleham England 1/2 mile South East</b>		Nearest Army Airfield, Distance and Direction from Same. <b>RAF Station Lakenheath, England</b>	
2. WAS COLLISION WITH OTHER AIRCRAFT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		3. TYPE, MODEL AND SERIES <b>48-060</b>	
4. AIR FORCE OR COMMAND <b>SAC</b>		5. HOME STATION <b>Davis-Monthan AFB Tucson, Arizona</b>	
6. DATE OF MANUFACTURE <b>6 Nov 1948</b>		7. DATE LAST OVERHAUL <b>391:50</b>	
8. TOTAL HOURS <b>391:50</b>		9. GROUP NO. AND TYPE <b>43rd Bomb Gp (M)</b>	
10. SQUADRON <b>65th</b>		11. HOURS SINCE OVERHAUL <b>65th</b>	

Section C—OPERATOR (Person at controls at time of accident)			
1. LAST NAME <b>INGHAM</b>	FIRST NAME <b>GEORGE</b>	MIDDLE INITIAL <b>H.</b>	GRADE <b>Major</b>
2. ATTACHED STATION <b>RAF Lakenheath Station</b>	AF OR COMMAND <b>SAC</b>	SUBCOMMAND <b>8AF</b>	BRANCH <b>USAF</b>
3. ASSIGNED STATION <b>D-M AFB Arizona</b>	AF OR COMMAND <b>SAC</b>	SUBCOMMAND <b>8AF</b>	ASN <b>10111A</b>
4. AIRCRAFT RATING? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	PILOT RATING <b>Pilot</b>	DATE RECEIVED <b>1 June 43</b>	5. NORMAL DUTY STATUS <b>Operations Officer</b>

Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)			
1. TOTAL HOURS <b>1984</b>	2. HOURS THIS YEAR <b>291</b>	3. HOURS THIS MONTH <b>291</b>	4. HOURS LAST 30 DAYS <b>126</b>
5. HOURS LAST 24 HOURS <b>27</b>	6. HOURS LAST 24 HOURS <b>0</b>	7. ACTUAL COMBAT HOURS <b>N/R</b>	8. INSTRUMENT RATING <b>White</b>
9. TRAINER CLASS NO. AND SCHOOL, OTHER GRADUATION <b>10111A</b>			10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES <b>Pilot Ing AAFAPS Stewart Fld 1943</b>
11. PHASE AND HOURS IN THIS PHASE <b>10 wks 1943</b>			12. SPECIAL WEAPONS, Sandia <b>20 wks 1943</b>
13. INSTRUMENT RATING <b>White</b>			14. TOTAL—INSTRUMENT <b>45</b>
15. INSTRUMENT RATING <b>White</b>			16. INSTRUMENT RATING <b>12</b>
17. INSTRUMENT RATING <b>0</b>			18. INSTRUMENT RATING <b>0</b>
19. INSTRUMENT RATING <b>0</b>			20. INSTRUMENT RATING <b>0</b>

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)			
NAME (Last Name First)	TYPE OF AERO. RATING (Symbol)	SERIAL NO.	GRADE AND BRANCH OF SERVICE
Ingam, George H.	P	10111A	Major USAF
Dryer, John A. Jr.	P	A020616512	1st Lt USAF
Stannard, Roger M.	P	A0761696	1st Lt USAF
Short, Robert H.	N	A0801399	1st Lt USAF
Chatfield, Robert W.	VO	A0698263	1st Lt USAF
Butler, Paul P. Jr.	B	AF20845317	T/Sgt USAF
Morin, Harold S.	FE	AF11024154	T/Sgt USAF
Gilbreath, Arthur L.	RO	AF38343744	S/Sgt USAF
Bise, Delmas F.	CPC	AF6996842	T/Sgt USAF
Odegard, Julius	LG	AF17258608	S/Sgt USAF
Williams, Robert C.	RG	AF14057570	S/Sgt USAF
Garrett, Davis J.	S-2	1579867	S-2 RAF

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15-41000-1

MAJOR AIRCRAFT ACCIDENT

Not Applicable

1. DETERMINE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

(Use this section if special equipment—navigation, radio, signaling, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident. For any reason including failure, omission, or by reason of not being in the plane.)

Section I—SPECIAL EQUIPMENT

ENGINEERING OFFICER (Name, Grade, and Station) CLARKE O. KIMBALL, MAJOR USAF

2. DETERMINE THE MATERIAL FAILURE, INCLUDING STATEMENT OF KIND OF FAILURE AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

(Use this section if material failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

Section II—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

ENGINEERING OFFICER (Name, Grade, and Station) ROBERT W. GRAHAM, MAJOR USAF

3. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

4. STATEMENT OF OPERATION, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

1. ENGINE NO.	2. ENGINE MODEL	3. ENGINE SERIAL NO.	4. TOTAL ENGINE HOURS	5. PROPELLER MODEL	6. PROPELLER SERIAL NO.	7. PROPELLER HOURS SINCE LAST MAJOR OVERHAUL	8. PROPELLER HOURS SINCE KAYAK OVERHAUL
R 4360-35	P-1634	R 4360-35	391:50	6143-B120-1052	347:30	333:50	333:50
P-693	P-1730	R 4360-35	391:50	Same	302:50	391:50	391:50
SAVA	NEW	NEW	282:10	NEW	57:10	NEW	NEW

(1) (2) (3) (4) (5) (6) (7) (8)

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

Section G—POWER PLANT FAILURE

1. DURATION OF FAILURE SINCE LAST TAKE-OFF MINUTES

2. TO PRIVATE PROPERTY (KILLING OF ATTACHMENT) 3 days take, a shed burned down and numerous windows broken in adjoining town. All claims resulting from this accident are being processed by Claims Officer, Third Air Division.

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Section J—AIRPORT AND FACILITIES AND AIRWAYS	
(Use this section if the airport or its facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)	
1. Explain  Not Applicable	
Section K—WEATHER (This must be signed by weather officer of the reporting station)	
1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT? Under 300 feet, sky obscured, visibility 3/4 mile in fog, temperature 54, relative humidity 100%, surface winds 250 degrees 11 miles per hour	
2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS Since cause of the accident can not be determined, unable to consider weather as a contributing factor.	
WEATHER OFFICER (Name, Grade, and Station)	ROBERT R. FERGUSON 1st Lt. USAF Lakenheath RAF
Section L—GENERAL INFORMATION	
1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW  Unknown	
2. WHAT WAS THE MISSION Bombing	3. DID FIRE OCCUR UPON CRASHING? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain) No	
5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED None	
6. KIND OF CLEARANCE (Aircraft Form 20) RAF	FROM Lakenheath
TO Round Robin	OR LOCAL STATION OF LAST DEPARTURE Lakenheath RAF
7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE None	No. DATE
8. EXPLAIN FULLY AND ATTACH COPY	
9. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 62-14? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
10. ARE PHOTOS ATTACHED? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



U. S. GOVERNMENT PRINTING OFFICE 16-41029-1

MAJOR Hq 43rd Bomb Gp (M) NAME: HUBERT SMITH JR GRADE: CAPT ORGANIZATION: 55th B.S. 43rd B.G.		MAJOR Hq 43rd Bomb Gp (M) NAME: HUBERT SMITH JR GRADE: CAPT ORGANIZATION: 55th B.S. 43rd B.G.		MAJOR Hq 43rd Bomb Gp (M) NAME: HUBERT SMITH JR GRADE: CAPT ORGANIZATION: 55th B.S. 43rd B.G.		MAJOR Hq 43rd Bomb Gp (M) NAME: HUBERT SMITH JR GRADE: CAPT ORGANIZATION: 55th B.S. 43rd B.G.	
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APD 125 USAF

STATION: ←

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION, EACH MEMBER MUST SIGN.

1. ACTIONS TAKEN

None

2. RECOMMENDATIONS

None

3. DESCRIPTION OF THE ACCIDENT

Section M-4-DESCRIPTION OF THE ACCIDENT

1. Tell in narrative form, in as much detail as possible, the facts of the accident. Include recommendations for action to prevent similar accidents, and action taken (corrective) toward the accident. Include recommendations for action to prevent similar accidents, and action taken (corrective) toward the accident.

R-50 airplane #46-060, Major George H. Ingram pilot took off from RAF Station, Lakenheath, Suffolk, U.K. at 0925 BST on 13 October 1949. The mission was scheduled for a four mission take off and assembly, to drop sixteen 500 lb bombs on Heliopolis, return over Lakenheath, make radar bomb runs on Heston site then return to Lakenheath. Length of mission to be approximately ten hours. Fuel load on take off 6700 gals. Gross weight on take off 136,832 pounds. Take off 0.9. In % MAF 25.2%. Pilot had 1964 hours total with 291 hours in the B-50. Squadron duty was as Squadron Operations Officer. The co-pilot was the crew Airplane Commander; total time 1360 hours, with 346 hours in the B-50. The weather at time of take off was 300 ft ceiling with 3/4 mile visibility due to fog. Because of the low ceiling the aircraft were to take off individually and assemble on top. The first aircraft to take off, 7100, reported the top of the overcast as 1100 ft. The formation leader in 6039 took off and climbed to 500 ft calling 6060 to report all clear for him to begin take off. 6060 taxied into position and began take off at 0925 BST. 6060 made a normal altitude report at 500 ft all clear for the next aircraft to begin take off. At approximately 0928 Lakenheath GCA called Lakenheath tower telling them that 6060 should be breaking into the clear on top as he was 3 1/2 miles from the field. The pilot of 6060 hearing the transmission called GCA notifying them that he was still in the soup. At 0929, 6060 reported on top in the clear at 1100 ft. Approximately fifteen seconds later 6060 was heard beginning a normal transmission, "6060 this is". There was a break of a few seconds then another transmission this time in a very excited voice, "I look at that son-of-a-bitch", then another break of a few seconds and "shut the damned thing off". This was the last transmission received from 6060. The formation leader received the above transmission while starting a standard 180 degree turn to the right and as he rolled out of the turn he saw a mushroom of smoke coming up through the overcast. The formation leader then called the tower for a GCA and VHF fix on his position and began circling the smoke column. The position of the crash was established as 7 1/2 miles and a heading of 235 degrees from Lakenheath. Approximate time of the crash was 0930 to 0931 local time. Local residents, in very conflicting statements, reported seeing the aircraft just prior to and as it crashed. The statements indicated that 6060 was on fire prior to the crash, at or near the center-section, and that the aircraft struck the ground while in a steep diving turn to the left. The bombs exploded at impact completely destroying the aircraft. All personnel aboard suffered fatal injuries. Evidence at the scene of the crash indicates that all forward motion was stopped at the point of impact. Due to the complete destruction of the aircraft, fatality of all on board, and lack of competent witnesses it is impossible to determine the cause of the accident.

INSPECTION STATUS				FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
DATE OF OR HOURS DUE	INSPECTED TODAY			SERV. ICD	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
	BY	STATION				SERV. ICD	IN TANKS	SERV. ICD	IN TANKS	SERV. ICD	IN TANKS	SERV. ICD	IN TANKS	
PREFLIGHT														
DAILY	10/12/49	I	Lakenheath	1ST	2508	184	I	265	I	265	I	265	I	220
25 HOURS	396:25			2ND	216	6700	I	280	20	280	40	280	60	280
50 HOURS	396:25			3RD										
100 HOURS	396:25			4TH										
APU	10/12/49	I		5TH										
Batt.	10/12/49	I												

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	G	Giddens	Lakenheath			
GUNNERY	G	Giddens				
Pyro	G	Giddens				
COMMUNICATIONS						
PHOTOGRAPHIC						
NAVIGATION						EXCEPTIONAL RELEASE WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.
Radar						
E-6	C	Currie				

REMARKS: PILOTS AND MECHANICS. SEE INSTRUCTIONS INSIDE FRONT COVER.					AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4	ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	391:50	391:50	391:50	57:10	HOURS TO DATE	391:50	391:50	391:50	57:10
HOURS TODAY					HOURS TODAY				
TOTAL					TOTAL				
OIL CHANGE DUE					OIL CHANGE DUE				
CURD CLEANING DUE					CURD CLEANING DUE				
					HOURS TO DATE 391:50 HOURS TODAY TOTAL				

A Certificate of Inspection is hereby issued to the undersigned, EINO E. JENSTROM, Captain, USAF, Ass't S-3, for the aircraft 2d service (216 gals - 30 gals oil) 12 Oct 49 By McCoy

16 - 500# Bombs installed in forward Bay (Giddens)  
 #4 Torque pressure indicator replaced ( Sgt. Eytcheson)  
 #1 Fuel pressure indicator replaced ( Sgt. Eytcheson)  
 #4 Oil quantity dip sticked and set ( Sgt. Eytcheson)  
 Co-Pilots Turn and Ind. inop. - Replaced ( Cpl. Thomas)

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
13 Oct 49	AIR FORCE 8 AF	COMPONENT USAF	ENGINE MODEL R-4360-35	SERIAL NO.
STATION Lakenheath	COND., SERV. COND., OR DEPT 43rd (M)	AIRCRAFT MODEL B-50 A	SERIAL NO. P-1634	SERIAL NO. P-1730
CREW CHIEF OR ENGINEER T/Sgt. Iglehart	GROUP NO. & TYPE 43rd (M)	AIRCRAFT SERIAL NO. 46-60	SERIAL NO. P-1729	SERIAL NO. P-693
			TOTAL FLIGHT TIME	



*Creighton*  
STATEMENT

On the 13th of October 1949 I was scheduled as an Instructor Pilot to fly with Lt Charles R Davis and his crew in aircraft 6039 on a routine training mission including a formation take-off, assembly, climb to 25,000 feet, break up the formation, then drop sixteen (16) 500 lb H.B. bombs individually on the bombing target at Heligoland, thence to the RBS target at Beeton for RBS runs until the RBS site closed, then return to Lakenheath.

All five aircraft in the formation started engines on time and taxied out in order. At the end of the runway the ceiling was approximately 300 ft and the visibility about  $\frac{3}{4}$  of a mile. I called all aircraft on channel C (VHF) and instructed them to take off individually, climb straight out until breaking clear on top. I also instructed all aircraft to report at 500 ft the status of their take off so that the next aircraft could take the runway. I did this to allow, in case of an emergency landing, a clear runway for the ship in emergency.

7100 (Lt Day and crew) made a normal take off and reported OK at 500 ft. then I taxied 039 into position and took off. Just as I approached 500 ft altitude I received a call from 7100 that he was on top at 1100 feet. I then called 6060 that everything was OK and he acknowledged that he was taxiing into position for take off. I broke clear at 1100 ft and reported to Lakenheath tower that I was in the clear. Just as Lakenheath tower acknowledged my transmission 6060 reported that he was at 500 feet and it was OK for 6042 to take-off. In approximately one (1) minute I heard Lakenheath GCA call Lakenheath tower that 6060 should be breaking clear on top. I recognized Major Ingham's voice in a very jovial manner report to GCA that he (6060) was still in the soup. Then in approximately 30 seconds he, Major Ingham, reported 6060 on top. everything OK. Then in a minute to a minute and a half he started a normal transmission - "6039 this is" - - then a break of a few seconds, then in a very excited voice - - "look at that son-of-a-bitch" - - then a few seconds break, and then he transmitted, still very excited - - "shut the damned thing off". During this time I had turned to the right (180 degrees) to come back over the home to join the formation. Approximately 45 seconds to a minute after hearing Major Ingham's transmission of "shut the damned thing off" I saw a mushroom of smoke coming up through the overcast. At no time did I see 6060 above the overcast. I immediately called the tower to fix my position, both by GCA and VHF-MF and circled the column of smoke. I then instructed the tower to put the crash plan into operation and to call Wildenhall R.F. Station and request additional medical assistance. I then told the tower to hold all the other aircraft on the ground and instructed 7100 and 6042 to proceed with their mission as briefed. I then proceeded out to sea, salvaged my bombs in a clear area and returned to Lakenheath and had to assist in organising the crash plan and procedures.

CLASSIFIED

RAYMOND A DAY  
1st Lt, USAF

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~~CONFIDENTIAL~~

## STATEMENT

I, Lt Raymond A. Day was, on the 13th day of October, 1949 Airplane Commander of AF 7100 and flight leader of a formation of 4-B-50's of which Major Ingham was #3 to take off. I made my normal take off and was on top of the clouds at 1300 feet. I made my radio call at 500 feet and on top. Lt COL. Bacon took off behind me and made his radio call in the same manner. I heard Major Ingham call out 500 feet and about two minutes later call out on top. He then started to call 6039. The next thing I heard him say was, "look at that son-of-a-bitch" in a very excited voice. About 10 seconds later I heard him say, "Shut the damn thing off," also in a very excited voice. After about one minute I saw a plume of smoke off my left wing, about four miles. I was flying towards the field about six miles away. Lt. Col. Bacon then ordered me to continue my mission.

*Raymond A Day*  
 RAYMOND A DAY  
 1st Lt, USAF

Witness

[REDACTED]  
 1st Lt, USAF

CLASSIFICATION CANCELED - UNCLASSIFIED

BY

*Mag. Tapp*  
*10/14/54*

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~~CONFIDENTIAL~~



~~CONFIDENTIAL~~

STATEMENT

Reported at Aircraft Accident Board at Lakenheath, England, 14 October 1949,  
by Lt Robert R. Ferguson, forecaster on duty at time of crash.

Forecast for takeoff conditions: 8/8 Stratus base 500 feet, visibility 1/2  
mile in fog.

Observation taken at Lakenheath at 0826 Z, one minute after takeoff: Indefinite  
300 feet, sky obscured, visibility 3/4 mile in fog, temperature 54, relative  
humidity 100%, surface wind 250 degrees 11 miles per hour.

[REDACTED]  
ROBERT R. FERGUSON  
1st Lt, USAF

Witnessed by:

ROBERT C. BROWN  
Captain, USAF

CLASSIFICATION CHANGED

BY [REDACTED]  
BY [REDACTED]

*May. 7 1957*  
*1957/04*

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## STATEMENT

I was the Duty Control Officer at the time of the crash, having relieved Sqn. Ldr. Armstrong at 0745Z on the 13th October 1949.

B-50, AF 6060 was airborne at 0625Z on the 13 October, and passed back weather information to 042 who was holding take-off position at the end of 25 runway. The messages passed were, "500 feet in the soup", and "clear of overcast at 1100 feet". These messages were in a voice I took to be Major Ingham's, and were quite normal, matter of fact transmissions.

A short while before the crash which occurred at 0635Z, a very agitated transmission was made by 6060 the first part of which sounded like, "Look at that son-of-a-bitch", and the second part of which definitely was "Turn the damned thing off". After a short pause I turned to the two American Officers in the Control Tower and said, "He must be in trouble, do you recognise the voice". The two officers could not definitely recognise the voice, but were of the opinion that it sounded as if there was a fire on board which ever aircraft had made the transmission. Shortly after this at 0635Z there was an explosion in the vicinity which I immediately assumed to have been a crash and for which I took appropriate action.

I called each aircraft airborne in turn, and all replied except 6060. I then provisionally assumed that 6060 had crashed.

6060 appeared to be quite serviceable until the explosion. Although the visibility was too bad for any reasonable observation to have been made, and it would have been possible for a fire to have been detected in the aircraft whilst in fog which would have been very difficult to detect from the ground. It would appear that such had been the case and was only noticed when in an advanced state after the machine had broken clear of the radiation fog and overcast.

Visibility was improving rapidly at the time of the crash but in a wind of 11 knots was tending also to drift in patches giving poor visibility at times.

6039 was instructed by me to investigate the explosion, and almost immediately reported black smoke breaching through the overcast. I instructed him to transmit and VHF bearings were taken and GCA plots which roughly positioned the crash.

RAF Mildenhall the nearest airfield to the scene of the crash were the first to arrive at the scene of the crash.

Witness:

1st Lt, USAF

2550003

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~~CONFIDENTIAL~~  
S-T-A-T-E-M-E-N-T

BY: William F. Dees  
M/Sgt., AF 20445919  
AACS Det 1965-3

In the morning of 13 October 1949 I was on duty as team chief in the G.C.A. trailer.

Shortly before 0900 Aircraft of the 65th Squadron started to take off. Because the weather was poor contact was made by the first aircraft with GCA prior to take off and when clearing the top of the overcast. This procedure was also used with the a/c following. Aircraft taking off were tracked by GCA during and after take off and it was noted that the first three aircraft cleared the top of the overcast at 1300 feet indicated altitude and at approximately three miles out. In addition to the radar tracking I also observed the aircraft visually by leaving the scopes and going to the door of the GCA Unit at the time the aircraft were passing the GCA Unit.

B-50 6060 lined up and contacted GCA in take off position. I watched 6060 pass the Unit on its take off run and noted that there appeared to be an excessive amount of moisture, mist or smoke (white) coming from the cowl flap section and running back over the engine nacell on #2 engine.

I then returned to the search scope and observing 6060 to be 3 1/2 miles out I called and said "60 should be on top 3 1/2 miles out". There was a few moments pause and the reply came in a normal voice "60 on top at 1100 feet indicated". I noted 6060's position at 5 miles out at the time of reply and almost immediately heard an excited scream and some unintelligible chatter.

Lt Col Bacon in 039 was in a much better position to hear and understand this transmission as he was airborne and much nearer to 6060.

Moments later I heard the transmission "60 on top 3 1/2 miles out". Contact was made with 039 which then circled the column of smoke and a radar fix was made by observing the position. The Control Tower was advised of the position of the crash.

At this time I noted that the search scopes were normal in every respect.

I then went to the Control Tower, picking up M/Sgt Shea enroute, to make sure that the position we had given over the radio

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~~CONFIDENTIAL~~

was being accurately located. Lt Spearing was at the tower and the three of us returned to the GCA Unit. There was a general conversation about the crash in progress when it was noted that the search scopes had changed. A trail of steady radar returns had appeared which followed the path of 6050 from take off out to seven and on half miles and terminated directly at the location of the crash. The precise time that these returns appeared is not known but they were first noticed at approximately 1000 and continued to appear as a steady return until 1030 when they slowly faded out. (See Attached Sketch).

These returns were seen by the following men, none of whom can recall having seen anything of a similar nature on A GCA Search Scope.

1st Lt., Charles F. Spearing  
M/Sgt Richard H Shea  
M/Sgt William F Dees  
M/Sgt Wayne S Ellinswood  
M/Sgt Henry H Day  
M/Sgt William W Wardle  
S/Sgt Jesse E Buchanan  
Sgt Calvin T Campbell

Because there is no method of determining the altitude of Radar echoes on the search system I cannot say what the height of these returns were.

[REDACTED]

M/Sgt., AF20445919  
AACB Det. 1965-3

WITNESS:

[REDACTED]

1st Lt., USAF

WITNESS:

CLASSIFICATION CANCELED

[REDACTED]

[REDACTED]

*W. J. Fogg*  
10/27/54

~~CONFIDENTIAL~~

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*Annex*

- STATEMENT -

I was tower officer on the 13th October 1949. I started my tour in the tower at 0700Z. The first aircraft, 1713 took off at 0730Z and the B-50s were scheduled off at 0820. #7100 was airborne at 0820 and checked in at 500 ft and at 1100 ft on top. 6039 was the second ship off at 0823 and followed the same procedure. 6060 was the third aircraft to take off at 0825. I observed the landing gear and flaps retracted and the power reduction. He checked in at 500 ft as in the soup and then he checked in to the tower as on top at 1100ft. At this time he was in contact with 6039. Quote: "Red hat leader to Red hat 3. 6039 this is ~~6060~~, cut it off - - God dammit, cut it off". Unquote. Approximately it was 20 seconds after the transmission that the impact was felt in the tower.

CLASSIFICATION UNCLASSIFIED

BY 

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Witness:

[REDACTED]  
1st Lt, USAF

STATEMENT OF TOWER OFFICER

WILLIAM R. McPHERSON, JR.  
Major USAF

I, Major McPherson, Lt. Matteson, and Flight Lieut. Smith were on duty in the tower from 0815 hours on Thursday, 13 September 1945. At approximately 0920 hours, local, a/c of the 65th Squadron began take-off. Visibility was restricted by fog, but aircraft apparently did not experience any difficulty in take-off. At approximately 0927 a/c 060 took off and continued straight ahead on course, heading approx 250 degrees. Aircraft reported reaching 1100 feet and on top of fog layer. Apparently with his mike button still down, the pilot said "Shut the son-of-a-bitch off". This was the last transmission heard in the tower.

I turned to Lt. Matteson and between the [REDACTED] some statement was made as to the fact that Ingham had a [REDACTED] aboard. I turned to take the microphone to query the pilot as to the source of the trouble, but decided that the pilot was too busy to answer and therefore would not bother him with a question.

I then turned back to watch the succeeding take-off and some time later heard the concussion of the explosion.

Lt. Col. Bacon reported over the radio that he was circling the scene of the crash and that it was 5 (five) miles west of Lakenheath. I procured the coordinates from the fire-crash grid map in the tower and found them to be at the intersection of grids EF-67. I instructed the RAF enlisted man on the telephone that that was the location of the crash for relay to interested persons [REDACTED]

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~~CONFIDENTIAL~~

WILLIAM R. McPHERSON, JR.

FORM-1 642

*[Handwritten signature]*

12345678910

Major Ingham called "on top" at 1100 feet at which time I taxied into take-off position and was cleared for take-off. As I started to roll he called "39, this is -- Hey! Look at that. Shut the son-of-a-bitch off. Shut up!" After take-off and just as the wheels were coming up, I heard Col. Bacon notify the tower of the smoke coming up through the clouds.

Witness:

*[Redacted]*

1st Lt, USAF

*[Redacted]*

1st Lt, USAF

CLASSIFICATION CANCELED

BY

*[Redacted]*

*Major Fogg*  
*12/27/54*

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*[Handwritten scribble]*



STATEMENT OF WITNESS

I, ELIZABETH BROWN, Broad View, Back Road, Isleham, Cambs. on 13 October 1949 at about 0930 was standing on the land talking to the girls when I heard an airplane. I looked up and said, "Look its on fire," I was looking toward Mildenhall at the time. It looked like a ball of fire. I turned and ran back toward the house and then I heard the explosion.

I have read the above, and it is a true statment of what I heard and saw.

Witne

RAIMOND A DAI  
1ST LT USAF

ELIZABETH BROWN

CLASSIFICATION CANCELED OR CHANGED

BY  
BY

My. Fizz  
12/34/54

25-03  
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*James Bertie Goodchild*

STATEMENT OF WITNESS

I, JAMES BERTIE GOODCHILD, Whitehids, Isleham, Cambs. was driving my tractor in a southeasterly direction when I heard an aircraft engine making unusual sounds. I looked over my left shoulder and saw the aircraft on fire about 100 ft in the air and about a quarter of a mile away. I left the tractor and faced the aircraft for a few seconds, I then saw the aircraft buckle as if the nose and the tail came together, and then the aircraft fell to the ground in this position from about 15 or 20 ft. I then threw myself down on the earth and immediately thereafter there was a large explosion.

I have read the above, and it is a true statement of what I saw and heard.

Wit

RAYMOND A. DAY  
1ST LT., USAF

JAMES BERTIE GOODCHILD

CLASSIFICATION

BY

BY

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*Alcan*

STATEMENT OF WITNESS

I, VERA FENN, 25 Croft Road, Isleham, Cambs, on 13, October 1949 at about 0930 was sitting at the table in my home in Isleham, and heard the aircraft overhead. The engines did not sound normal. I ran to the window, and saw it pass over the house at about 150 feet, and the aircraft was headed down at a slight angle. I noticed the engine on the right side was on fire, and then it passed from my view behind the bridge, and I thought that the aircraft was going to land in the field beyond. I next heard the explosion, and knew that the aircraft had then crashed.

I have read the above, and it is a true statement of what I saw and heard.

Withn

RAYMOND A. DAY  
1ST LT., USAF

CLASSIFICATION

VERA FENN

BY

*Maj. Fenn*  
*12/27/54*

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~~CONFIDENTIAL~~

STATEMENT OF WITNESS

I, JOSEPH LEONARD, 8 Back Road, Isleham, Cambs. on 13 October 1949 at about 0930 was working in the beet field beside Back Road, Isleham when I first heard the spluttering noise of an engine. I saw the plane with the wings tipped up and the plane was on fire. It seemed like all the middle part was burning and the plane was in a left hand turn. Looking at the plane one of the engines on the right appeared to fall off before the plane hit the ground. It hit on the nose first, the wings were tipped up at a steep angle. I was about 250 yards from the plane when it hit the ground. I saw the blast and then I hit the ground.

I have read the above, and it is a true statement of what I saw and heard.

Witness:

[REDACTED]  
1ST LT., USAF

[REDACTED]  
JOSEPH LEONARD

CLASSIFICATION HANDS

BY [REDACTED]

*W. J. Fogg*  
*10/13/54*

25 OCT 1954

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~~CONFIDENTIAL~~



*George Albert Thornalley*

STATEMENT OF WITNESS

I, GEORGE ALBERT THORNALLEY, Zealandia, Worlington, Bury St. Edmond, on 13, October, at about 0930 I was working at the far end of the sugar beet field beside the back road of Isleham, when I heard a plane. My brother, and I stood, and looked for it. I could see along the ground for about a half mile, but couldn't see up more than a hundred and fifty feet. From the sound of the engines I thought something was wrong. When I first saw the plane it was almost a hundred feet high in a nose dive, and almost straight down. The aircraft appeared to have come from the direction of Isleham. I could see fire but I couldn't say what part was on fire. The aircraft appeared to be broken, but it could be the angle I was looking at it. I only heard but one explosion after the plane hit the ground, then there was a big blast of flame. The next thing I knew I was on the ground. My brother, and I ran around the burning plane to the farm building. I could see there was no help for anyone in the plane.

I have read the above, and it is a true statement of what I saw and heard.

[Redacted Signature]

Witness

[Redacted Name]

GEORGE ALBERT THORNALLEY

ROBERT A. DAY  
1ST LT., USAF

CLASSIFICATION CANCELED BY GAW

BY [Redacted]  
BY [Redacted]

*My 7-27-54*  
*12/7/54*

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~~CONFIDENTIAL~~

STATEMENT OF WITNESS

I, STANLEY JAMES BESKETT, Lea Brook Farm, Cambs. on 13 October 1949 about 0930 was driving my tractor in a easterly direction and heard the noise of an aircraft. I saw the aircraft come out of the clouds straight down and disappear below the hill. I recognized it as a Superfort and from where I was the wing on the right was hanging in front of the aircraft. I couldn't tell if it was the right wing or the left wing, it seemed to be broken off right at the body. I didn't notice any fire untill after the aircraft had disappeared behind the hill then I saw a blast of flame.

I have read the above, and it is a true statement of what I saw and heard.

Witness:

RAYMOND A. DAY  
1ST LT., USAF

STANLEY JAMES BESKETT

CLASSIFICATION CHANGED

BY: [REDACTED] May 7/54

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RE-1 642

STATEMENT OF WITNESS

I, JOHN R. THORNALLEY, Zealandia, Worlington, Bury St. Edmond, on 13, October 1949 at about 0930 was working in the beet field when I heard the aircraft above. I looked up because I heard the engines throb a couple of times. I could see fairly well on the ground, but could only see up about 150 feet. The aircraft came into my view just before it crashed.

The right wing was on fire, and I saw that the aircraft was going to crash very near me and I fell on the ground, and covered my head with my arms. The aircraft struck in a near vertical position. Then there was a large explosion. After the explosion I got up, and ran over to the shed where the farm implements were stored as the haystack very near the shed was on fire. There were rounds of ammunition that were exploding for several minutes.

I have read the above, and it is a true statement of what I saw and heard.

Witness

RAIFORD A. DAI  
1ST LT., USAF

JOHN R. THORNALLEY

CLASSIFICATION CANCELED BY 61111

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RE-1 642



6TH BOMBARDMENT SQUADRON (M)  
 6TH BOMBARDMENT GROUP (M)  
 Davis-Monthan Air Force Base  
 Tucson, Arizona

SQDN OPERATIONS)  
 ORDER NO. 116 )

DATE: 13 October 1949

1. The following named personnel are authorized to proceed by Mil Acft  
 o/a 13 Oct 49 to Lakenheath Round Robin for the  
 purpose of Training Flight for approximately  
 8 hours, IN B-50 type aircraft. Serial Number 46-060.  
 Aircraft Commander is 1st Lt Dryer.

2. No other steps will be authorized unless indicated in par 1 above.  
 (CIPIA will be used to indicate change in proposed itinerary authorized)

3. All personnel are assigned this organization, unless otherwise  
 indicated.

4. AUTHORITY: 8 AF Reg 35-7 Hq 8 AF, Ft Worth Texas, 3 Aug 48. TDN TCS.

NEW POSI- TION	FULL NAME	RANK	AFSN	SSN	SQDN
1/C	Dryer, John A.	1st Lt	AO-2061651	1024	65th
1/P	Ingham, George H.	Major	10111A	1024	65th
2	Stannard, Roger M.	1st Lt	AO-781696	1024	65th
CP					
1	Short, Robert H.	1st Lt	AO-301399	1037	65th
2	Butler, Paul P. Jr.	T Sgt	AF 20845317	612	65th
JB					
1	Chatfield, Robert W.	1st Lt	AO-698263	1037	65th
RO	Gilbreath, Arthur L.	S Sgt	AF 38343744	2756	65th
3	Morin, Harold S.	T Sgt	AF 11024154	737	65th
1/P	Bise, Delmas F.	T Sgt	AF 6996842	580	65th
2	Williams, Robert C.	S Sgt	AF 14057570	612	65th
3	Odegard, Julius V.	S Sgt	AF 17258608	612	65th
20	Garrett, David J.	S-2	1579867		(RAF)

I certify that the above names, ranks, serial num  
 izations are approved as being correct for the Sqdn Pa

SN's and organ  
 Officer by

(TO BE SIGNED BY CLERK TYPING ORDER)

FOR THE COMMANDING OFFICER:

I certified True

DM-AFB Form 50-39A  
 Captain, USAF  
 Ass't S-3

1st Lt, USAF  
 Asst Operations Officer

To be completed in Duplicate

One copy to be retained by the Captain—one copy to be retained by the Air Traffic Control Centre.

R.A.F. FORM 2919

Items 'A' and 'T' are to be passed on R.A.F. Message Form

**AIR TRAFFIC CONTROL FLIGHT PLAN**

This Message is to be despatched as early as possible before flight and is a Warning Signal and it is to be followed by a Departure Message (not more than 10 minutes after A.T.D.). If the Flight Plan cannot be despatched before the Aircraft departs then item 'F' is to be deleted and item 'G' inserted. The message then becomes a Warning and Departure Signal.

**UNITS**

Insert 'S' indicating knots and feet (when statute miles per hour are used in item 'K' suffix units with 'M.P.H.'). Insert 'O' indicating Kilometres and Metres are used (For R.A.F. usage 'S' is inserted)

**TIME**

(i) Items 'F' and 'G' 6-figure Greenwich Time Date Group.

(ii) Items 'H', 'L' and 'N' estimated D.R. Time (Civil E.E.T.)—minimum of three figures, the last two figures indicating minutes, the preceding figure(s) indicating whole hours).

FLIGHT PLAN NUMBER.

**ITEMS**

B = Home Station (Note:— for Overseas flights insert MIL. BRIT. in front of Home Station).

G = To be left blank until Airborne.

H = (i) Cr. Alt. = cruising altitude in hundreds of feet.

(ii) I.F.R./V.F.R. = anticipated flight rules.

(iii) D.R. Time (Civil E.E.T.) = D.R. Time between intermediate points en route.

(iv) To (Place) = intermediate points and final destination.

Note:—Alterations made by the Air Traffic Control Centre will be forwarded to the Aerodrome of destination and the Captain of the aircraft.

K = True Air Speed.

L = Estimated D.R. Time (Civil E.E.T.) to point of first intended landing.

M = Safe endurance in hours and mins.

R = Include Crew and Passengers.

T = Any amplifying remarks pertinent to Air Traffic Control.

Units	A/c Ident. & Radio c/s if different	Home Station	Aircraft Type	
5/	A 7 6060	B Lakenheath	C B-50	
Captain of Aircraft		Point of Departure	E.T.D.	A.T.D.
D Dryer	E Lakenheath	F 13 08 19	G 13 08 25	
ROUTE DETAILS			NOT FOR TRANSMISSION	
Cr. Alt.	I.F.R./V.F.R.	D.R. Time	To (Place)	
H →		1 : 15	Heligoland	
25000		1 : 12	Lakenheath	
25000		0 : 56	Heston	
Z →		0 : 25	Lowestoft	
10000		0 : 52	54 20°N - 02 20°E	
		1 : 06	Lakenheath	
Point of First Intended Landing		True A.S.	D.R. Time	Safe Endurance
J Lakenheath		K 240	L 10 : 06	M 13 : 00
Radio Transm. Frequencies		Delete Navigation and Approach Aids not to be used in Flight		
P 4220 VHF (6 Channels)		Q <del>XXXXXXXXXX</del> M/F V.H.F. Range Range Radio Comp. Loop		
No. of Crew/Pass. on board		Alternate Aerodromes — Including Return Alternates		
R 2		S		

REMARKS (TO BE TRANSMITTED)

T 2:45 in Heligoland Area  
1:35 in Heston Area

255000523

A Certified True

T.O.O.

DATE 13-10-49

Captain, USAF  
Ass't S-3

SGND/s/ Armstrong Sen Ldr. ORIGINATOR/A.T.C.O.

**INFORMATION AND ITEMS NOT FOR TRANSMISSION**

Delete Rescue Aids not carried in Aircraft.									Flight Plan Submitted	
1	2	3	4	5	6	7	8	9	Date	
Dinghy	Life-Belt	Kit	Dinghy	Radio	Parachutes				/s/ J.A. Dryer Jr. 1/14	
CERTIFIED FLIGHT PLANNING HAS BEEN CARRIED OUT									CERTIFIED CLEARANCE GIVEN/OBTAINED AT	
/s/ J.A. Dryer Jr. 1/14 CAPTAIN									AT.C.O./s/ J.A. Dryer Jr. 1/14 Captain	

BMT: WL 1904/P261 22/10/49 A.T.C.O.



**WEIGHT AND BALANCE CLEARANCE**

Date 10-13-49 Airplane 6060 From LK  
Mission Bomb Serial No. B-50 To LAK

REMARKS  
A Certified True Copy:  
[Redacted]  
Captain, USAF  
Asstt S-3

Computer Plate No.  
(If Used)

ITEM	WEIGHT	Index or Moment
1 BASIC AIRPLANE (from chart C)	85472	785
2 ( 200 ) Gallons	200	750
3 DISTRIBUTION OF LOAD		
Compt. No. Weight Cargo & Misc.		
A 1 200	200	544
B 3 600	600	613
C 1 200	200	544
D		
E		
F		
G 3 600	600	658
H 3 600	600	742
I		
J		
K		
L		
M		
N		

ITEM	Changes (for- Weight Index Moment/pr
1 Man	200 28.7

Corrections

4 MINIMUM LG. GR. WT. 85772 742  
( ) RDS ( ) CAL

5 NONE

6 FORWARD 10 x 500 # 8250 201  
AFT  
EXTERNAL

7 BUILT IN 5400 Gal. 2020 247  
Bomb Bay ( 200 Gal. 100 298  
External ( ) Gal.  
EW 1100 1000 288

8 TAKE OFF CONDITION 13632 256  
9 CORRECTIONS 200 287  
10 TAKE OFF CONDITIONS 13832 287  
TAKE OFF CG IN M.A.C. 25.2%

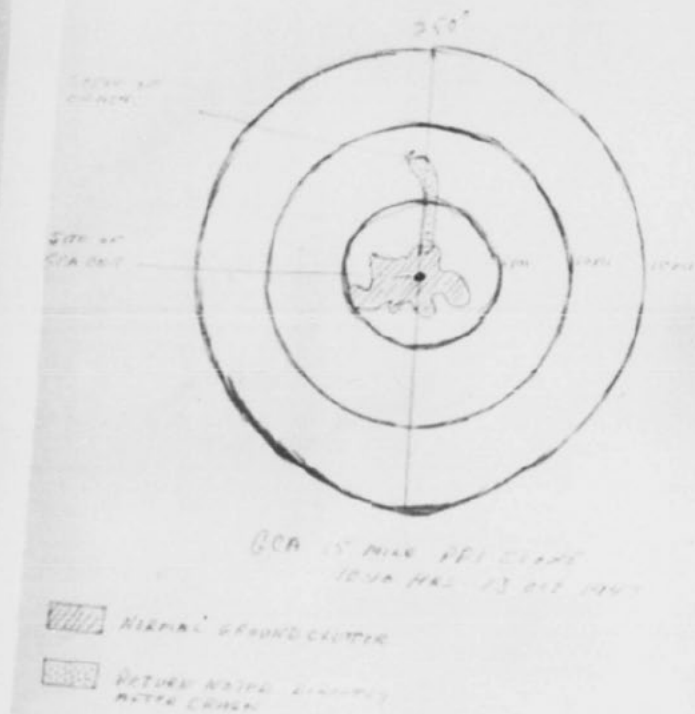
TOTAL WT. REMOVED -  
TOTAL WT. ADDED 200 1.9  
NET DIFFERENCE 200 1.9

LIMITS  
Reco Max Take off Gr. Wt. 160,000 LB  
Reco Max Landing Gr. Wt. 122,000 LB  
CG Limits 16.24 to 34 M.A.C.

COMPUTED BY T/Sgt. Martin, H  
WEIGHT & BAL OFFICER Jack C. Hansen 1st Lt.  
PILOT J. Driver 1st Lt.

2550005 24



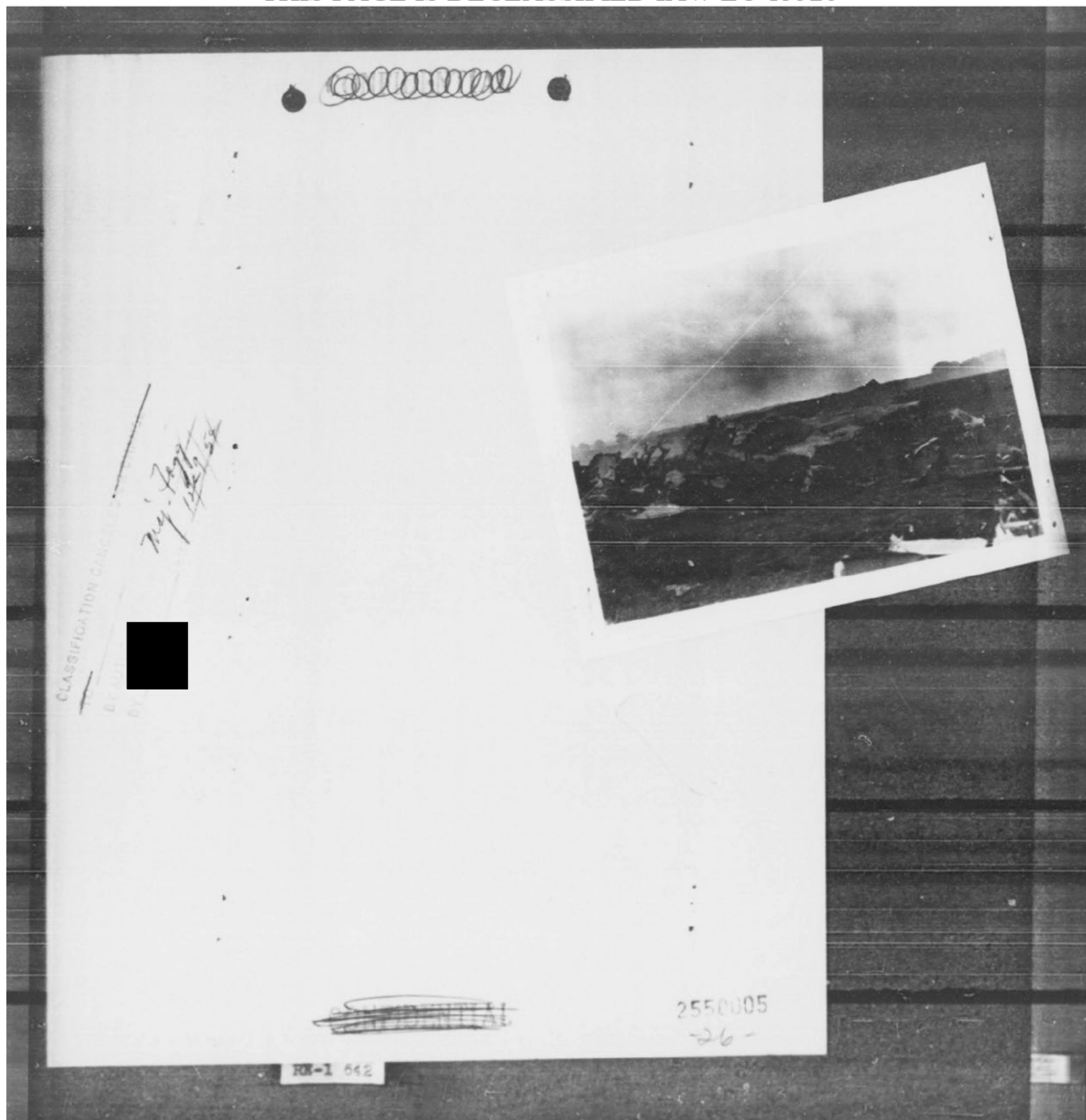


Maj. Fagg  
12/1/54 2550.05  
25

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CLASSIFICATION CENTER  
TO  
BY AUTH  
BY



~~CONFIDENTIAL~~

255005

-27-

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CLASSIFICATION & CONTROL  
by [redacted]  
7/27/80

~~CONFIDENTIAL~~

2550005



CLASSIFICATION CONTROL

Reg. Fogg  
12/7/54



2550005

-29-

*Call* 1408c

HEADQUARTERS  
43RD BOMB GROUP (M) (DET)  
APO 125 USAF


43GS-3

21 October 1949

SUBJECT: Accident Report of Aircraft 46-060

TO: Commanding General  
Langley AFB  
Langley Field, Virginia  
ATTN: Chief, Flying Safety

1. Transmitted herewith is one copy of Accident Report of Aircraft 46-060.
2. Distribution of remaining copies has been made in compliance with Paragraph 48, Air Force Regulation 62-14, dated 20 October 1944.

  
Colonel, USAF  
Commanding

CLASSIFICATION GRANTED \_\_\_\_\_

BY *W. F. Foy*  
OF *JFR* *14/54*

2550005



~~CONFIDENTIAL~~

HEADQUARTERS  
3RD AIR DIVISION

✓  
APO 125, c/o Postmaster  
New York, New York  
3 APR 1951

360.33 IG

SUBJECT: Report of Aircraft Accident

TO: Directorate of Flight Safety Research  
Deputy Inspector General for Technical Inspection  
Norton Air Force Base, California

1. Reference is made to message AFOPS-4A-3-C-21, your Headquarters, 21 March 1951, which requested that aircraft accident involving B-50, #46-060, be reported. Records at this Headquarters indicate that distribution of the above report was made in accordance with AF Reg 62-14, on 21 October 1949. A file copy of the AF Form 14 is attached.

2. It is believed that question of the subject report has arisen due to your request that the Commanding Officer, Lakenheath, England, furnish information regarding R-4360-35, engine number P-693.

FOR THE COMMANDING GENERAL:



PAUL G. [REDACTED]  
CWO USAF  
Asst. Air Adj. Gen.

1 Incl  
AF Form 14 w/attachments

*Duplicate - Destroyed*

CLASSIFICATION SYMBOL

*Mr. Fogg  
12/7/54*

*[Handwritten initials]*

~~CONFIDENTIAL~~

*RN-A-2099*

THIS PAGE IS DECLASSIFIED IAW EO 13526

49-10-13-2  
D-11 AFB.

NKA083  
TXB174  
JTD141

JFL 161  
JFLBE 13  
RR JWPBK  
E JFLBE :11  
R [REDACTED]

1951 MAR 22 19:03

FM CO 7504TH ASWG LAKENHEATH ENGLAND  
TO CG NORTON AFB CALIFORNIA

AF GRNC

/ R E S T R I C T E D / LAKDM C3-22-2 REURTT AFCFS-4A-5-21.  
REPORT AS REQUIRED BY AF REGULATION 62-14 SUBMITTED BY 43RD  
BOMBARDMENT GROUP DURING THEIR TDY TRAINING MISSION IN UK AFTER  
ACCIDENT THAT OCCURRED 13 OCTOBER 1949. ALL REPORTS AND ALLIED  
PAPERS CONCERNING ACCIDENT TO B-50 TYPE AIRCRAFT NBR 46-260 IN  
POSSESSION OF 43RD BOMBARDMENT GROUP. NO RECORDS OR REPORT OF ACCIDENT  
ION HAND THIS STATION TO SUBSTANTIATE SUBMISSION AS REQUESTED BY  
YOUR ABOVE MENTIONED TWX.

22/1723Z

DISTRIBUTION	ACT	INFO
D/IG		
D/FSI		
D/TI		
INVS & ANA		
SAFF		
MED SAFETY		
REC & STAT		
ADM		
ENG		
SUPPLY		
OPERATIONS		

541

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RESTRICTED

THE DEPUTY INSPECTOR GENERAL FOR TECHNICAL  
INSPECTION AND FLIGHT SAFETY RESEARCH  
WORTHEN AIR FORCE BASE, CALIFORNIA

ROUTINE

COMMANDING OFFICER  
7604TH AIR SUPPORT WING  
LACKSWORTH RAF STATION  
ENGLAND

LAE-ACCS-2-7

FROM AFOPS-4A 3-C-21. Reurtt LAE-ACCS-2-7

Information received this headquarters indicates E-50, No. 44-080 was involved  
in an aircraft accident. Request this accident be reported to this headquarters  
in accordance with provisions of AF Regulation 62-14. Signed CARLSON

1 1

Capt. Mattingly/tb

AFOPS-4A/20 Mar 51

G. F. CARLSON, Brigadier General, USAF

4152

Director, Flight Safety Research

~~RESTRICTED~~



RESTRICTED

OFFICE OF THE DEPUTY INSPECTOR GENERAL FOR  
TECHNICAL INSPECTION AND FLIGHT SAFETY RESEARCH  
WORTHEN AIR FORCE BASE, CALIFORNIA

ROUTINE

X

COMMANDING OFFICER  
7504th AIR SUPPORT WING  
LAKENHEATH RAF STATION  
ENGLAND

FROM AFOPS-4B

Reurtt LAK-4003-2-7.

Request this headquarters be submitted preliminary report on B-50, No. 46-060,  
if damage sustained is considered an aircraft accident under provisions set forth  
in paragraph 18, AF Regulation 62-14. Signed HENTRANDIAS

1 1

Mrs. Mal/vt

AFOPS-4B

19 Mar 51

4152

JOSEPH A. MARACCHINI, Lt Colonel, USAF  
Executive, Directorate of  
Flight Safety Research

RESTRICTED

FOE-1 642

DISTRIBUTION	ADT-INFO
D/IC	
D/FS	
D/TI	
INVS & ANA	
SAFETY ED	
MED SAFETY	
REF STAT	
ED-02	
ED-03	
SUPPLY	
OPERATIONS	

WKB088  
TXA145  
EDA093  
JEPAG A135  
JWFMB JWPBK 222

DE JEPAG 7A

COMM CENTER HQ USAF WASH D C  
TO DEPUTY IG FOR TECHNICAL INSPECTION AND FLIGHT SAFETY RESEARCH  
MORTON AFB CALIF  
TO THE INSPECTOR GENERAL USAF KELLY AFB TEX  
AF GRNC

RESTRICTED/THE INSPECTOR GENERAL HQ USAF WASH D C HAS REQUESTED  
TO TRANSMIT THE FOLLOWING MESSAGE TO THE ABOVE LISTED ADDRESSEE

AT-1545

B-50 # 46-060

RESTRICTED//WM-3-R-1614 REFERENCE YOUR RESTRICTED  
MESSAGE NUMBER ABLE TARE ONE FIVE FOUR FIVE PD THE FOLLOWING MESSAGE  
FROM SEVEN FIVE ZERO FOUR ASW LAKENHEATH IS QUOTED FOR YOUR INFORMATION  
QUOTE SLANT RESTRICTED SLANT LOVE ABLE KING DASH ABLE OBLE  
CHARLIE THREE DASH TWO DASH SEVEN PD REURTT WILLIAM MIKE DASH  
TWO DASH FOUR ONE THREE FIVE FIVE PD VISUAL INSPECTION OF ENGINES  
BY QUALIFIED INSPECTORS THAT WERE INSTALLED ON CRASHED BAKER DAHS  
FIVE ZERO AIRCRAFT NUMBER FOUR SIX DASH ZERO SIX ZERO INDICATE  
RESTORATION IMPOSSIBLE PD INSPECTORS UNABLE TO DETERMINE EXACTLY  
WHICH ENGINE IS SERIAL NUMBER PETER DASH SIX NINE THREE  
THE CONDITION PD UNQUOTE PD

WM-3-R-1614//RESTRICTED//

08/1700Z

367

RE-1 642

REPORT NO.	<b>INDIVIDUAL CRASH FIRE REPORT</b>		DATE OF REPORT: <b>28 October</b>	
TO— <b>Commanding General 3rd Air Division APO 125</b>	POST <b>RAF Station Lakenheath</b>			
LOCATION OF EMERGENCY <b>7 miles west of Lakenheath Air Base</b>				
DISTANCE FROM APPARATUS AT TIME OF EMERGENCY <b>7 miles</b>				
INDICATE CLASSIFICATION OF ALARM	<input type="checkbox"/> NO FIRE	<input type="checkbox"/> FIRE	<input checked="" type="checkbox"/> FLIGHT EMERGENCY CRASH	<input type="checkbox"/> TAXI EMERGENCY
		<input type="checkbox"/> LINE EMERGENCY		
DATE AND TIME OF EMERGENCY <b>13 October 1949 0925 hrs</b>	TIME OF ALARM <b>0935 hrs</b>	TIME FIRST APPARATUS ARRIVED <b>1000 hrs</b>	TIME FIRE OUT <b>1030 hrs</b>	ELAPSED TIME HOURS MINUTES <b>30</b>
ANY DELAY OR FAILURE IN RECEIPT OF ALARM <b>None</b>		DELAY OR FAILURE IN RESPONDING <b>None</b>		
<b>EQUIPMENT</b>				
HOW WAS EACH UNIT OF EQUIPMENT NOTIFIED	CRASH TRUCKS <b>Crash Telephone</b>	PUMPERS <b>None</b>	AUXILIARY EQUIPMENT	
RESPONSE BY CLASS IN ORDER OF ARRIVAL	<b>one (155) crash truck Prevented spread of fire</b>			
EQUIPMENT ON FIELD NOT RESPONDING BY CLASS	<b>one class (135) crash truck</b>			
EQUIPMENT FAILURES	<b>None</b>			
DAMAGE TO EQUIPMENT BY FIRE OR OTHERWISE	<b>None</b>			
<b>FIRE FIGHTING PERSONNEL</b>				
WHO COMMANDED FIRE FIGHTERS <b>RICHARD J HANEY Capt USAF</b>	FIRE FIGHTERS RESPOND. <b>7</b>	ON DUTY NOT RESPOND. <b>2</b>	OFF DUTY RESPOND. <b>None</b>	
ANY FAILURE IN RESPONSE OF PERSONNEL <b>None</b>				
<b>FACTUAL DATA</b>				
TYPE OF AIRCRAFT <b>B-50 A46-060</b>	AIRCRAFT IN USE AS <b>Medium Bomber</b>			
GASOLINE QUANTITY INVOLVED <b>6000 Gals</b>	NATURE OF GROUND SURFACE <b>Flat Terrain</b>			
OTHER MATERIALS (Bombs, Ammunition, Cargo, etc.) <b>16 500 lb Bombs</b>				
CAUSE OF EMERGENCY (In detail if known) <b>Unknown</b>				
NATURE OF EMERGENCY <b>Aircraft Crash</b>				
WHAT WERE CONDITIONS UPON ARRIVAL OF CRASH CREWS (In detail) <b>Plane had exploded at point of impact and was completely demolished. small individual fires were burning over an area of five acres.</b>				
WIND <b>Power</b>	GENERAL <b>et and Foggy</b>	TEMPERATURE <b>60 Degrees</b>	REL. HUMIDITY <b>90 %</b>	WIND DIRECTION <b>240</b>
VELOCITY <b>9 miles per hr</b>				
ESTIMATED COST OF DAMAGE <b>\$1167.857</b>		POINT OF ORIGIN OF FIRE <b>Unknown</b>		

WD AGO FORM 5-4


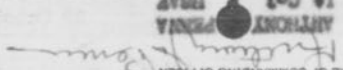
1 APR 1945

Replaces WD AGO Form 5-4, 20 July 1944, which may be used.

16-4744-1

RE-1 642



<b>EXTINGUISHING AGENTS USED</b>		<b>RESCUE</b>	
QUANTITY UNIT WATER (light pressure) GALS. CO <sub>2</sub> (light pressure) LBS. FOG SOLUTION (light pressure) GALS. FOG SOLUTION FOG NOZZLE GALS. FOG SOLUTION FOG NOZZLE GALS. CTC GALS. OTHER (Specify) UNIT	QUANTITY UNIT FOG POWDER LBS. FOG SOLUTION FOG NOZZLE GALS. FOG SOLUTION FOG NOZZLE GALS. CTC GALS. OTHER (Specify) UNIT	<b>RESCUE</b>	
TOTAL NUMBER AIRPLANE		NUMBER ESCAPED UNDAIED NUMBER RESCUED ALIVE NUMBER REMOVED DEAD	
HOW RESCUED		TOOLS USED NO RESCUE	
EXTENT OF INJURIES TO PERSONNEL IN AIRPLANE		CLOTHING HOSE LINE PROTECTION	
12 fatalities		12	
ANY INJURY OR LOSS OF LIFE TO OTHER PERSONNEL			
NONE			
PRECAUTIONARY MEASURES AND COMMENTS			
PRECAUTIONARY MEASURES TAKEN TO PREVENT FURTHER DAMAGE FROM FIRE AFTER EMERGENCY			
Small fires extinguished			
COMMENTS AND RECOMMENDATIONS			
Recommend twenty (20) additional personnel be assigned to this station for crash fire duty as authorized in AF Regulation 150-2			
NARRATIVE REPORT			
DETAIL ENTIRE ACTION OF THE FIRE DEPARTMENT (Continue on separate sheet and include details)			
The crash fire personnel and equipment were on stand by at the control tower at 0925 hours 13 October 1969 when a B-50 medium bomber took off on a routine flight. At 0935 the tower alerted the crash section that the B-50 had crashed five (5) miles west of the air field. The (155) crash truck and (7) crash fire lighters responded together with the fire marshals. At 1000 hours the crash party arrived at the scene of the accident and proceeded to extinguish small fires in the area.			
SIGNATURE OF OFFICER IN CHARGE OF CRASH FIGHTING  Capt RICHARD A. SMITH		SIGNATURE OF COMMANDING OFFICER  Anthony P. Smith Lt Col USAF	

HEADQUARTERS  
3RD AIR DIVISION

600 HAI

APO 125, US Air Force  
c/o PM., N.Y., N.Y.

18 NOV 1949

SUBJECT: Transmittal of WD AGO Form 5-4

TO: Chief Flying Safety Division  
Langley AFB, Hampton., Va.

Inclosed is one (1) copy of accomplished WD AGO Form 5-4,  
Individual Crash Fire Report, in accordance with Par 1, AF Letter  
15-15, dated 15 December 1946.

FOR THE COMMANDING GENERAL:

1 Incl:  
a/s

W. H. FORTNICK, JR.  
Captain, USAF  
Asst. Air Adjutant General

RE-1 642

## ACCIDENT INFORMATION CHECK LIST

FOR ACCIDENT NO. 49-10 13-6

TC:		DATE:	SUBMITTED BY:	DATE:
<input checked="" type="checkbox"/>	BOMBER	12/2	[REDACTED]	12/2/49
<input type="checkbox"/>	FIGHTER			
<input type="checkbox"/>	CARGO			
<input type="checkbox"/>	TRAINER			
<input type="checkbox"/>	MISCELLANEOUS			
<input type="checkbox"/>	FACILITIES			
<input type="checkbox"/>	CODE SECTION			

## SUBJECT:

<input checked="" type="checkbox"/>	62-21 Letter
<input type="checkbox"/>	Additional Accident Information
<input type="checkbox"/>	Supplemental Accident Report
<input type="checkbox"/>	Crash Fire Report
<input type="checkbox"/>	Unsatisfactory Report
<input type="checkbox"/>	Disassembly Inspection Report
<input type="checkbox"/>	AMC Letter
<input type="checkbox"/>	
<input type="checkbox"/>	

REMARKS:

118FR 798-11-49

RKE-1 642




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**CLASSIFIED**  
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This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, 50 U.S.C., 31 and 32, as amended. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

CLASSIFICATION CANCELED OR CHANGED

BY  DATE Maj. Fagg  
10/27/54

**CLASSIFICATION:** 

THIS SHEET WILL NOT BE DETACHED FROM THIS CORRESPONDENCE FOR ANY REASON

*44-10-13-6*

HEADQUARTERS  
43RD BOMB GROUP (M)(DET)  
APO 125, USAF

43GS-3 360.33

21 October 1949

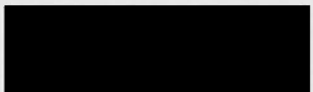
*B-50*

SUBJECT: Accident Report Aircraft 46-060

TO: Commanding Officer  
65th Bomb Squadron (M)  
APO 125, USAF

Attached herewith is the Accident Report of Aircraft 46-060  
for compliance with Paragraph 48b, Air Force Regulation 62-14, dated  
20 October 1944.

12 Incls:  
1-12 Rpt of acdt  
E-50 46-060

  
ALVAN N. MOORE  
Colonel, USAF  
Commanding

Copies furnished:  
3rd Air Division  
Medical Officer,  
43rd Bomb Group

CLASSIFIED BY  *May 7 1979*  
12/27/54

2550005

31-

65Sq-CO 360.33 1st Ind  
Subject: Accident Report Aircraft 46-060

21 October 1949

65th Bomb Squadron (M), APO 125, USAF

TO: Commanding Officer, 45th Bomb Group (M), APO 125, USAF

1. I concur with the findings of the board.
2. Since cause of accident is undetermined no recommendations are made herein.

1 Incl  
Withdrawn 12 incls--1 thru 12  
Added 1 incl  
13. AF Form 14 w/attachments

[REDACTED]  
Lieutenant Colonel, USAF  
Commanding

CLASSIFICATION [REDACTED]

BY [REDACTED]

*W. F. Fagg*  
*12/17/54*

2550005

-32-

43GCO 360.33

2nd Ind

21 Oct 49

SUBJECT: Accident Report Aircraft 46-060.


Hq 43 Bomb Group (M)(DET) APO 125 USAF c/o PM NYC NY. 22 Oct 49.

TO: Commanding Officer, 43 Bomb Wing (M), Davis-Monthan AFB, Tucson,  
Arizona ATTN: Flying Safety Officer.

1. Although there is no evidence available in this accident to conclude what may have happened, a special inspection was conducted on all B-50 aircraft of this unit to determine the condition of turbo superchargers installed. This inspection was initiated on the assumption that the bucket wheel of the #3 turbo may have been thrown into the bomb bay, severing control cables, oxygen lines and starting a fire.

2. As a result of this inspection, a total of nine aircraft with 14 turbo superchargers beyond the Technical Order operational limits were grounded and a U-22 operational effectiveness report was submitted in connection with the critical supply situation of turbo superchargers.

1 Incl  
n/a

  
Colonel USAF  
Commanding

CLASSIFICATION: UNCLASSIFIED  


*707 727*  
*10/26/54*  
2550005



~~CONFIDENTIAL~~  
BASIC: Ltr, Hq 43rd B Gp (M)(DNT), APO 125, USAF, 43GS-3 360.33, dated  
21 October 1949, subject: "Accident Report Aircraft 46-060"

FSO 360.33

3rd Ind

HEADQUARTERS, 43RD BOMBARDMENT WING (M), Davis-Monthan Air Force Base,  
Tucson, Arizona

21 OCT 1949

TO: Commanding General, Eighth Air Force, Fort Worth, Texas

1. Findings of the Aircraft Accident Investigation Board concurred  
with.

2. As a result of this accident, all B-50 type aircraft of this  
Wing that were not in England were grounded and an immediate inspection  
was made to determine the condition of turbo superchargers installed.  
Twelve defective turbos were found, six had to have clearance adjustment  
made between the nozzle and the wheel, and eleven cooling caps were  
found defective.

3. Emphasis on the normal daily inspection of turbo superchargers  
is a special subject of maintenance personnel at this station.

4. Reference findings of the Aircraft Accident Investigation Board,  
there is no conclusive evidence that this accident may be attributed to  
failure within the turbo s

1 Incl  
n/c

COLONEL  
COMMANDING

704-7-99  
145754  
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34

48-3888 60843  
RE-1 642

4368-3 360.33

Subject: Accident Report Aircraft 46-060

ODO-1 360.33 (21 Oct 49)

4th Ind

Headquarters Eighth Air Force, Fort Worth, Texas

8 NOV 1949

TO: Commanding General, Strategic Air Command, Offutt Air Force Base,  
Nebraska

1. This headquarters concurs in the findings of the Aircraft Accident Investigating Board and with the preventive action as shown by the preceding indorsements.
2. The report of this accident is being sent to the 2d Bombardment Wing where it will be brought to the attention of all pilots and all maintenance personnel flying or maintaining B-50 type aircraft. The 2d Bombardment Wing has been directed to insure that emphasis will continue to be placed on the daily inspection of turbo-superchargers of aircraft of that station. The matter of daily inspection of B-50 turbo-superchargers will be given serious attention in future staff visits by the maintenance section of this headquarters to bases operating B-50 type aircraft.
3. It is requested that action be taken by your headquarters to alleviate the critical shortage of turbo-superchargers within this command, since aircraft of this command are presently grounded due to new turbo-superchargers not being available to replace defective parts. It is further requested that the B-1 turbo-superchargers be delivered to this command as soon as possible.
4. Complete coordination and a comprehensive study of this report resulted in its being in this headquarters over three days.

1 Incl  
n/c

2550005

-35-

1520C

Ltr 43GS-3 360.33, 43rd Bomb Group, 21 Oct 49, subj: Accident Report  
Aircraft 46-060

SAC 360.33 (21 Oct 49)

5th Ind

DO2B

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha,  
Nebraska 29 NOV 49

TO: Field Office of the Air Inspector, Department of the Air Force,  
Headquarters, United States Air Force, Langley Air Force Base,  
Virginia

1. In view of the limited evidence available in this accident to conclude what may have happened, special inspection of turbo superchargers as accomplished, is not believed to be the solution to accidents of this nature for the following reason: With the manifold pressure and turbo-supercharger regulating systems used on the B-50A airplanes it is very improbable, even with the supercharger switches in the "on" position, that the supercharger turbine wheel would be operating above idling speeds under the conditions prevailing from the time of the take-off to the time of crash of the aircraft involved. Quoting from the Boeing Field Service News Issue 88, dated June 1947, which states in part: "At high altitudes or powers where the atmospheric pressure is not sufficient to provide the required carburetor inlet pressure for the desired manifold pressure, the turbosupercharger will automatically operate to provide the necessary inlet pressure. This is accomplished by the differential pressure regulator which positions the waste gate to increase the turbo output whenever the pressure drop across the carburetor decreases below three plus or minus one inch of mercury. With this adjustment, turbosupercharger operation will commence at about 6,000 feet during a rated power climb and at other altitudes depending on the power setting."

2. The AF Form No. 14 under Section G, and the Form 1A under Aircraft and Engine Time Record, Column 4, shows No. 4 engine with 57:10 time since overhaul. All other engines have a total of 391:50, the same as the total aircraft time. All this being fact, then the No. 4 engine had been changed. The question arises whether or not a new exhaust system was also installed. In reviewing TO 01-2021A-12 which directs the installation of new exhaust assemblies to eliminate engine fire hazard inherent with the old assemblies and since both the old and new assemblies have the same part number and same configuration, it is impossible to determine one from the other except through checking thickness of material. The possibility of the old assembly being installed in replacement of the one removed with engine cannot be overlooked.

3. Action is being taken by this headquarters to effect a one-time inspection of exhaust systems on B-50A and B-50B to ascertain that the correct type is installed on aircraft, in supply and in flyaway kits.

6 BY

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RN. 231541

RE-1 642



~~CONFIDENTIAL~~

SAC 360.33 (21 Oct 49) DCPB 5th Ind  
Subj: Accident Report Aircraft 46-060

4. It is recommended that the redesigned exhaust system incorporated on B-50D airplanes under Boeing Master Change Record 253 be installed on all B-50A and B-50B aircraft as expeditiously as possible.

FOR THE COMMANDING GENERAL:

W/d 1 Incl--1

J. B. MONTGOMERY  
Brigadier General, USAF  
Director of Operations

2550005

37-

CLASSIFICATION CANCELLED

TO  
BY  
BY



*W. J. J. J.*  
*10/27/54*

~~CONFIDENTIAL~~



*14150*

HEADQUARTERS 43RD BOMBARDMENT WING (M)  
Office of the Commanding Officer  
Davis-Monthan Air Force Base  
Tucson, Arizona

FSO 360.33


SUBJECT: Major Aircraft Accident

27 OCT 1949

TO: Flying Safety Division  
Office of the Air Inspector  
c/o Inspector General, First Region  
Langley Air Force Base  
Hampton, Virginia

Transmitted herewith, in compliance with the provisions of Par 48, AF Reg 62-14, dated 20 October 1944, is the report of a Major Aircraft Accident which occurred at 0935 BST, 13 October 1949, Suffolk County, Isleham, England and involved B-50 # 46-060, pilot Ingham, George H., Major USAF, 10111A, 65th Bombardment Sq (M), 43rd Bombardment Gp (M), 43rd Bombardment Wing (M). The 43rd Bombardment Gp (M) at present is TDY in England.

1 Incl  
AF Form 14  
w/attachments

  
COLONEL USAF  
COMMANDING

CLASSIFICATION CANCELLED



*Maj. Fogg*  
*2550005*  
*10/27/49*

*F-14 Transmitted*  
*to Washington*  
*1 Nov 49.*  
*Duplicate Copy*  
*Blm*

*RN, NINA*

*46-3810*

### BASIC CODE SHEET

-	-	B	0	5	0	A
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Type, Model and Series

ACCIDENT TYPE		FLIGHT REFERENCE	
11	Collision with Other aircraft	1	Contact
12	Collision with ground or water	2	Instrument (actual)
13	Collision, other	3	Instrument (simulated)
14	Stall	4	On Top
15	Hard Landing	9	Undetermined
16	Landing, wheels-up	PHASE OF FLIGHT	
17	Groundloop	01	Engines running, not taxiing
18	Nose-up or Nose-over	02	Taxiing
19	Premature Ret. or Col. of L. G.	03	Takeoff
20	Fire on Ground	04	Pattern
21	Spin or Spiral	05	Final Approach and Landing
22	Abandoned Aircraft	06	Go around
23	Disintegration	07	Normal Flight
24	Explosion	08	Ground Gunnery Pass
98	N. E. C.	09	Aerial Gunnery Pass
99	Undetermined	10	Acrobatics
		11	Towing
		98	N. E. C.
		99	Undetermined
WEATHER		FORMATION	
1	Rain	1	In formation
2	Fog	2	Not in Formation
3	Dust, sand, smoke, or haze		
4	Snow		
5	Sleet or hail		
6	Wind		
7	Wing or propeller ice		
8	Thunderstorms	1	Day
9	Turbulence	2	Night
A	Clouds		
J	NOT A FACTOR		
Y	N. E. C.		
Z	Undetermined		
		ALTITUDE OF FLIGHT	
		1	High Altitude
		2	Low Altitude
		3	Normal Flight
		4	Ground or Pattern
		9	Undetermined

### CAUSE FACTORS

[illegible]

Suspense Date for Additional Information None

No. of Cards Required

Evaluated by:

Checked by:

99 OCT 24 08 52

JH 8  
JL 6  
EJ 72  
JEL MISROUTE JEP

OPOP JEQAO

FL23  
OPOP JEP ZVA ZWL JFL  
FMA 88

OPOP JFL ZVA  
OPOP JEPJ JFWQ JEPAG UEPOG JEQAO JWYC JWFAO JFL 888

DE JFLMC 86  
OP 221100Z  
FM CO MOORE 43 BOMB G P (M)(DET) MARHAM ENG  
TO JEPJ /CG, UNITED STATES AIR FORCE WASHINGTON 25 D.C.  
JFWQ /CO 43RD BOMB WG DMAFB TUCSON ARIZONA  
INFO JEPAG / DEPUTY CHIEF OF STAFF PERSONNEL HQ USAF  
ATTN: CASUALTY BRANCH PERSONNEL SERVICES DIVISION DIRECTORATE OF  
MILITARY PERSONNEL WASHINGTON 25D.C.  
UEPOG/ QUARTERMASTER GENERAL DEPARTMENT OF THE ARMY WASHINGTON 25D.C.  
JEQAO/CG, LANGLEY AFB LANGLEY FIELD VIRGINIA ATTN: OFF FLY SAFETY  
JWYC/CG, SAC OFFUTT AFB OMAHA NEBRASKA  
JWFAO / CG, 8TH AF FORT WORTH TEXAS  
JFL / CG, 3RD AIR DIVISION LONDON ENG APO 125 USAF

AF GRNC

43GCO 0257. SUPPLEMENTAL NUMBER FOUR. ALL PERSONNEL POSITIVELY  
IDENTIFIED REFERENCE ACFT ACCIDENT B-58 NUMBER 46"-860, THIS DATE .

CFN:43 0257 4 58 46-860

22/1230

99 OCT 21 11 11

*Fly Sup*  
*Map Sup*  
*✓*  
*File + State*  
*Leahy and*  
*Sup. Bd.*  
*File*

RESTRICTED

FM CO 369TH BOMB GP MARHAM ENGLAND 201200Z

TO C/S USAF WASH 25 DC

INFO COMGENSAC OFFUTT AFB NEBRASKA

INSP GEN 1ST REG LANGLEY AFB VA

3RD AIR DIV MARHAM ENGLAND

COMGENAF EIGHT CARSWELL AFB TEX

43RD BOMB WG DAVIS-MONTHAN AFB TUCSON ARIZ.

43 GCO 014. REOURTT RESTRICTED 43 GCO 003 DTD 13 OCT 49.

SUPL NUMBER THREE

/B/ NOTHING SALVAGEABLE

F CAUSE UNDETERMINED COMPLETE INVESTIGATION BY ACCIDENT BOARD AND OSI AGENT REVEALED NOTHING CONCLUSIVE AS TO CAUSE. NO INDICATION OF SABOTAGE. ACFT TOOK OFF CONTACT CLIMBED INSTRUMENTS AND REPORTED OK ON TOP OF OVERCAST AT 1100 FEET BUT CRASHED ALMOST IMMEDIATELY THEREAFTER. WITNESSES REPORTED ACFT ON FIRE AS IT PLUNGED THROUGH THE OVERCAST. 16 500 POUND DEMOLITION TYPE BOMBS EXPLODED ON IMPACT. EXPLOSION, CONCUSSION AND FIRE DESTROYED THREE HAYSTACKS ONE BARN AND BROKE NUMEROUS WINDOWS IN VILLAGE OF ISLEHAM. ACFT WAS COMPLETELY DESTROYED.

/A/ THREE HAYSTACKS ONE BARN AND NUMEROUS WINDOWS IN THE VILLAGE OF ISLEHAM. CLAIMS OFFICER IN PROCESS OF DETERMINING COST OF DAMAGE TO PRIVATE PROPERTY



RESTRICTED

909 OCT 19 14 20

RESTRICTED

OPERATIONAL IMMEDIATE

FROM CO 397 BOMB GROUP 181925Z

TO INTP GEN 1ST REG LANGLEY AFB VIRGINIA

43 GCP-882.

A 13 OCTOBER 49 AT 0835Z. ONE AND 1/2 MILES SOUTHEAST  
1ST LCHAM SUFFOLK COUNTY ENGLAND.B B50A 6869 65 BOMB SQDN 43 BOMB GP 43 BOMB WING 8 AIR  
FORCE, COMPLETE DESTRUCTION.C PILOT JOHN HADRYER 1ST LT AO 2861651. 65 BOMB SQDN 43  
BOMB GROUP 43 BOMB WING 8 AIR FORCE DECEASED UNIDENTIFIED.

D LAKENHEATH RAF STATION NORFOLK COUNTY ENGLAND.

E INSTRUCTOR PILOT GEORGE H INGRAM MAJOR 19111A 65 BOMB SQDN 43 BOMB  
GROUP 43 BOMB WING 8 AIR FORCE DECEASED UNIDENTIFIED;  
CO PILOT ROGER HIRSTANWARD 1ST LT AO 781696, 65 BOMB SQDN 43 BOMB  
GROUP 8 AIR FORCE DECEASED UNIDENTIFIED; NAVIGATOR ROBERT H SHORT  
1ST LT AO 801399, 65 BOMB SQDN 43 BOMB GROUP 43 BOMB WING 8 AIR  
FORCE DECEASED UNIDENTIFIED; RADAR OPERATOR ROBERT W CHATFIELD  
1ST LT AO 698263, 65 BOMB SQDN 43 BOMB GROUP 43 BOMB WING 8 AIR  
FORCE DECEASED UNIDENTIFIED; BOMBARDIER PAUL P BUTLER JR T/SGT  
AF 20845317, 65 BOMB SQDN 43 BOMB GROUP 43 BOMB WING 8 AIR FORCE,  
DECEASED UNIDENTIFIED; ENGINEER HAROLD S MORIN T/SGT AF 11024154,  
65 BOMB SQDN 43 BOMB GROUP 43 BOMB WING 8 AIR FORCE, DECEASED  
UNIDENTIFIED; GUNNER ROBERT C WILLIAMS S/SGT AF 1497570, 65 BOMB  
SQDN 43 BOMB GROUP 43 BOMB WING 8 AIR FORCE, DECEASED UNIDENTIFIED;  
GUNNER DELMAC F BISE T/SGT AF 6996242, 65 BOMB SQDN 43 BOMB GROUP  
43 BOMB WING 8 AIR FORCE DECEASED UNIDENTIFIED; GUNNER JALILUS V  
ODEGARD S/SGT AF 1725668, 65 BOMB SQDN 43 BOMB GROUP 43 BOMB  
WING 8 AIR FORCE DECEASED UNIDENTIFIED; RADIO ARTHUR L GILBREATH  
S/SGT AF 38343744, 65 BOMB SQDN 43 BOMB GROUP 43 BOMB WING 8 AIR  
FORCE DECEASED UNIDENTIFIED.

F MAJOR CAUSE UNKNOWN

G UNKNOWN

H UNKNOWN

I LAKENHEATH RAF STA TO LAKENHEATH RAF STA ROUND ROBIN.

J TRAINING

K INSTRUMENT FLIGHT CONDITIONS

L

RESTRICTED

NOTE - PAR L REC'D BLANK

RESTRICTED

U  
JL10  
EJ37  
IC

949 OCT 17 08 19

K OP JEL MISROUTE JCBO

FL36

OPOP JEP ZVA ZWL JFL

MA 09

OPOP JFL ZVA

OPOP JBPC JWC JCBO JFL JWFAO JWFWO

DE JFLMC 08

OP

FM CO MORE 43 BOMB GP (M) (DET) MARHAM ENGLAND

TO JBPC /CG USAF WASHINGTON 25 D.C.

JWC /CO, STRATEGIC AIR COMMAND OFFUTT AFB OMAHA, NEBRASKA

JCBO/CG, LANGLEY AFB LANGLEY FIELD, VIRGINIA ATTN:FSO

JFL/CG, 3RD AIR DIVISION APO 125 USAF

JWFAO/CG, 8TH AF FORT WORTH TEXAS

JWFWO /CO 43RD BOMB WG (M) DMAFB TUCSON ARIZONA

AF GRNC

43GCO 0156. REOURT RESTRICTED 43GCO 003 DATED 13 OCT.49.  
SUPPLEMENTAL NO.2. PARAGRAPH KING-LAST WEATHER REPORT AT  
0834 LOCAL TIME INDICATED CEILING OF 300 FEET, SKY OBSCURED,  
THREE QUARTER EEEEE QUARTER MILES VISIBILITY WITH FOG AND  
WIND WEST SOUTH WEST AT 13 MILES PER HOUR.

CFN:43 0156 43 003 13 49 2 0834 300 13

13/12432

*Fly 1st*  
*1st 1st*  
*Kid + 1st*  
*1st 1st*  
*1st 1st*

99 OCT 18 11 20

*Flying Safety*  
*Med Safe*  
*✓ Kids + That*

*Quay and*  
*Sig. H.*  
*File*

JL-13  
 EJ 59

OPOP JELC

DE JEPG 13C  
 OP [REDACTED]  
 FM JEPG  
 TO JELC

AF GRNC

*B-50A 6060*

RESTRICTED/ SYS JELC 5D DTG 181315Z PD HW ZNM FJLMC 18  
 TRUE DTG 131900Z REF NBR FOUR THREE GCO RPT GCO DASH ZERO ZERO THREE  
 PD QUOTE REOURTT ZERO ZERO TWO DTD ONE THREE ONE FOUR NINE PD QUOTE  
 SUPPLEMENTAL UNQUOTE BAKER FIVE ZERO ABLE CMA SIX ZERO SIX ZERO CMA ONE  
 AND ONE HALF MILES SOUTHEAST OF ISLEHAM CMA SUFFOLK COUNTY CMA ENGLAND  
 ON ONE ONE THREE ZERO EIGHT THREE FIVE ZEBRA CMA PILOT JOHN A DRYER  
 FIRST LIEUTENANT AC TWO ZERO SIX ONE SIX FIVE ONE PD MESSAGE PD PARA  
 ABLE NO CHANGE PD PARA BAKER NO CHANGE PD PARA CHARLIE PARACHUTES  
 NOT USED PD PARA DOG NO CHANGE PD PARA EASY PARACHUTES NOT USED PD  
 PARA FOX NO CHANGE PD PARA GEORGE NO CHANGE PD PARA HOW NO CHANGE PD  
 PARA ITEM NO CHANGE PD PARA JIG NO CHANGE PD PARA KING NOT ABLE  
 DETERMINING FACTOR PD PARA LOVE NEGLIGIBLE UNQUOTE

CC GROUP 6 LINE 5 "OF" RPT "OF" 18/1535Z OCT

ACK FOR OP MSG PLS  
 RECD OK LA 18/1616Z

RE-1 642