

Turvey, Charles W. 2nd Lt 44-12-5-17 B-2/E
0-682921 41-28463

Unknown Hammer Fld, Fresno, Calif

Missing
located August 1960 37°11' N 118°11' W LeConte Lake
Sequoia Nat'l Park.

Accident No.

44-12-5-17

Pilot's Name

Turvey, Charles W. and 2nd Lt.

12

Nature Group

83

Specific Nature

00

Underlying Nature

100⁰

37

Cause Group

Specific Cause

94

Underlying Cause

00

Cause Group

Specific Cause

Underlying Cause

Photo to West. 11-8-43

700

1688:12-43

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No.

(1) Place Unknown (2) Date 5 December 1943 (3) Time Unknown
AIRCRAFT: (4) Type and model E-24 E (5) A. F. No. 41-23463 (6) Station Hammer Fld., Fresno, Calif.
Organization: (7) 4th Air Force (8) 41st Sq. (H) (9) 765th Bomb Sq. (H)
(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	Turvey, Charles I.	P	0-682921	2nd Lt.	1801	AAF	4th AF	Unknown	Unknown
CP	Hester, Robert A.	CP	0-75344	2nd Lt.	1800	AAF	4th AF	Unknown	Unknown
H	Gronin, William L.	H	0-69121	2nd Lt.	1800	AAF	4th AF	Unknown	Unknown
P	Fish, Ellis H.	P	0-752711	2nd Lt.	1801	AAF	4th AF	Unknown	Unknown
E	Larsay, Robert C.	E	11081894	Sgt.	3820	AAF	4th AF	Unknown	Unknown
RO	Handlake, Howard L.	RO	75514516	Sgt.	3820	AAF	4th AF	Unknown	Unknown

RECEIVED
OFFICE OF FLYING
SAFETY
DEC 27 1943

(20) Turvey, Charles I. (21) 0-682921 (22) 2nd Lt. (23) 1801
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 4th Air Force (26) 41st Sq. (H) (27) 765th Bomb Sq. (H) (28) Hammer Fld., Fresno, Calif.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 4th Air Force (30) 41st Sq. (H) (31) 765th Bomb Sq. (H) (32) Hammer Fld., Fresno, Calif.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 7/26/43 Present rating (35) Pilot (36) 7/26/43 Instrument rating (37) 8 Aug. 1943
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)
(38) This type 259:30 (42) Instrument time last 6 months 97:20
(39) This model 259:30 (43) Instrument time last 30 days 58:30
(40) Last 90 days 159:30 (44) Night time last 6 months 37:30
(41) Total 613:20 (45) Night time last 30 days 7:20

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>Unknown</u>	Unknown
(47) Engine(s) <u>Unknown</u>	"
(48) Propeller(s) <u>Unknown</u>	"

(50) Weather at the time of accident High broken & 4000'. broken at destination, at 2TA cold front to north.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Hammer Field (53) To Hammer Field Kind of clearance Contact
(54) Pilot's mission Mission from Hammer Fld to Sakersfield, Calif., then to Tucson, Arizona and return to Hammer Field, California.
(55) Nature of accident Aircraft missing and assumed lost.
(56) Cause of accident Unknown.

706

DESCRIPTION OF ACCIDENT

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

This airplane and all members of the crew are missing. The last radio contact was at 0210. The position reported at that time was fifty (50) miles east of Muroc on a course of two hundred and eighty (280) degrees, altitude eighteen thousand five hundred (18,500) feet. No indication of mechanical trouble was mentioned. Weather reports for the route do not indicate unfavorable conditions over the Sierra Nevada Mts. However, reports from other pilots in the same area at the same time reveal turbulence and cloud patches over these mountains. The cloudiness is believed to have been more general north of the course and practically negligible over the route Muroc - Bakersfield - Fresno. No indication of the cause or nature of the trouble can be determined definitely. It is probable that adverse weather conditions were encountered. It is also evident that action could have been taken to avoid unfavorable areas.

In the absence of knowledge concerning the location of the crash or landing, insufficient evidence is available to determine whether navigational or other personnel errors were the primary cause of the accident. The cause is therefore undetermined. It is the opinion of the Board that the weather was an underlying factor.

706

Signature *John C. Doherty*
JOHN C. DOHERTY, Maj., AC. Pres.
Harry L. Mitchell
HARRY L. MITCHELL, Maj., AC. Mem.
Edward W. Spalding
EDWARD W. SPALDING, 1st Lt., AC.
Res.

Date

Statement of 2nd Lt. John K. Specht, 785th Bomb Sq, 461st Bomb Gp.

16 December 1943.

The flight consisted of a night celestial from Hammer to Bakersfield to Tucson and return to Hammer Field. In briefing each pilot and navigator was given two (2) copies of the route weather forecast. They flew at their own altitude or the altitude for the flight was left up to the pilot to fill in. The Weather Forecaster predicted a front moving in from the northwest which would reach Hammer Field by 0300. The alternate base was Muroc in case Hammer Field was closed in.

Question: You mentioned that on your flight, you expected it (the front) to be in about 0300. Was that information available to Lt. Turvey?

Answer: Yes, that was. It wasn't exactly 0300, it was between 0100 and 0400 and when he took off, your own Weather Forecaster (Hammer Field Weather Forecaster) gave us the 0300 o'clock time.

Question: Did you take off later than Lt. Turvey?

Answer: Yes, we took off about one (1) hour later.

Returning from San Diego that same evening, we encountered strong winds from the northwest at 12,000 feet and we were blown about forty (40) miles off course to the southeast.

Question: Were you in the vicinity of Muroc and if so at what time.

Answer: We were over Muroc at 0145 approximately. There was quite a bit of turbulence and a few high scattered clouds that we could see. It was dark to the northeast and we couldn't see what the weather conditions were over there.

When landing at Hammer at 0300, the Field was overcast and light rain at 3,000 feet. The cloud deck was about 2,000 to 3,000 feet thick at that time.

Outside of a few high scattered clouds, it was clear as far north as Hanford.

Question: Where there any instructions as to radio contact with range stations or group station? Were they covered in the briefing?

Answer: As far as range station goes, it wasn't mentioned that particular night but every pilot knows about it. It has been covered before in the instructions.

Question: Any comments regarding the probable cause of the accident or comments that might pertain to it?

706

Statement of 2nd Lt. John K. Specht, 765th Bomb Sq, 461st Bomb Gp (Cont'd)

Answer: This is just a statement that another pilot made to me that the compass radio in 463 was not in very good operating condition. For a celestial mission that could have been a very good reason for them to get quite a ways off the course without realizing it.

Question: Did your navigator estimate the velocity of the wind at 12,000 feet?

Answer: yes - 40 to 50 M.P.H. from 270 to 290
AT 12000 ft.

John K. Specht.

JOHN K. SPECHT,
2nd Lt., Air Corps,
765th Bomb Squadron,
461st Bomb Gp, Hammer Field.

NAV DEPARTMENT
NAF FORM 10-52
(REVISED FEB. 1, 1945)

ARMY AIR FORCES

AIRCRAFT CLEARANCE

FLIGHT IDENTIFICATION NUMBER

8448-DFT

CLASSIFICATION OF FLIGHT

CONTACT ☒

INSTRUMENT ☐

OPERATIONS OFFICE

ADDRESS

FRESNO, CALIFORNIA

SERIAL NUMBER

443

AIRPLANE MODEL

B-24

HOME STATION

HAMMER FIELD

ALTITUDE

8000

ROUTE

Direct

TO

Bakersfield

ALTITUDE

15500

ROUTE

Direct

TO

Tucson

DESTINATION (AIRPORT)

Hammer Field

AIR SPEED

170

PROPOSED TAKE OFF TIME

0900

EST. TIME EN ROUTE

6 Hrs

WGS. OF FUEL ABOARD

10 Hrs

ALTERNATE AIRPORT

Muroc

RECEIVER ONLY

YES ☐

NO ☒

NO RADIO

☐

TRANSMITTING

FREQUENCIES

KC

6210

KC

7035

KC

KC

KC

REMARKS

Direct Hammer Field 10500 ft. Ret DFT

NAME, RANK AND DUTY OF CREW AND OTHER OCCUPANTS

1 Turvey, C.W. 2nd Lt., P
2 Hester, R.M. 2nd Lt. CP
3 Grenin, W.T. 2nd Lt., N
4 Fish, E.H. 2nd Lt., B
5 Bursay, R.O. S/Sgt.
6 Wandtke, H.A. S/Sgt.

7
8
9 "A TERN COPT"
10 John C. Doherty
11 Major, Air Corps.
12

FOR FORMATION FLIGHTS ONLY

NO. PLANES IN FLIGHT ALTITUDE COVERED BY FORMATION APPROX. FRONT ESTIMATED TIME REQUIRED TO LAND FORMATION IF INSTRUMENT FLIGHT
HIGH LOW

WEATHER FORECAST FOR ROUTE (EST. TIME OF ARRIVAL PLUS 2 HOURS)

WEATHER Clear DFT, visib 5 miles. CAVU, Bakersfield to Tucson. On return high scattered 8-12000 ft. BD and 8-12000 ft. broken at Hammer. Cold front to west and North of Fresno expected to pass Fresno between 0100 and 0300. Freezing level Calif 2000 ft behind front. 10,000 ft south at 1700.
EXISTING C ☒ H ☐ X ☐
FORECAST C ☒ H ☐ X ☐
ALTERNATE AIRPORT AND ROUTE FORECAST
AAR FOR 10. 23A IS REQUIRED ☐ IS NOT REQUIRED ☒
SIGNATURE OF FORECASTER S/ C.W. Manfield, M/Sgt 1957

BAROMETER READING

THIS AIRPORT 29.86
DESTINATION 29.04
ALTERNATE AIRPORT 29.99

CERTIFICATE

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

REMARKS
LANDING CODE RECEIVED ☐ YES ☐ NO INSTRUMENT FLIGHT RATING ☐ YES ☐ NO COMMAND PILOT ☐ SENIOR PILOT ☐ PILOT ☐ SIGNATURE OF PILOT S/ Charles W. Turvey 7065

FLIGHT CLEARANCE AUTHORIZATION

FLIGHT PLAN SUBMITTED TO (CONTROL STATION) C W TIME 2025 CLEARANCE AUTHORITY (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS) S/ COL Guy Kirksey
TIME APPROVAL RECEIVED 2025 SIGNATURE S/ Maj. J.S. Doherty
TAKE-OFF TIME REPORTED BY (CREWMAN) Tower TO (OPERATIONS) 2025 CLEARANCE OFFICER-OPERATIONS OFFICER (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS)
TAKE-OFF TIME 2025 MESSAGE SENT BY Tower TIME MESSAGE SENT 2025

BASE WEATHER STATION
Hammer Field
Fresno, California

RLM/srb

16 December 1943

SUBJECT: Aircraft Accident Report.

TO : Base Operations Officer, AAB, Hammer Field, Fresno, California.

1. The actual weather conditions for the flight of 2nd Lt., C.W. Turvey missing in a P-24 on 4-5 December 1943 are as follows:

a. The forecast given to the pilot is attached.

b. The sequences from 0630 to 0630 on 5 December 1943 for Las Vegas (LQ), Silver Lake (RL), Daggett (DG), Tucson (TZ), Fresno (FT), Bishop (TBN), Independence (TIE), Maroo (DUC), Bakersfield (BD), and Sacramento (SZ), are attached.

2. The weather conditions along the return route from Tucson to Bakersfield were substantially as forecast. The winds at 20000' were 210 at 45mph. It is believed possible that an error in navigation could have been made in under compensating for these high winds. This would put them north of their route and the weather would be different from that forecast. For example; if the airplane deviated as far north as Mono Lake, the weather over the Sierra Nevada (to the west of Mono Lake) would be as follows; broken cumulus clouds; bases on the mountains, tops twenty to twenty-five thousand, visibility zero-zero in the clouds and 10 miles outside of clouds, moderate icing in clouds, moderate turbulence. These conditions were due to lifting caused by the Sierras and would not be severe on the eastern slope of the mountains.

S/T/ RICHARD L. MOORE,
Captain, Air Corps,
Station Weather Officer.

"A TRUE COPY"

John C. Doherty
JOHN C. DOHERTY,
Major, Air Corps

706

Weather forecast

Forecast for 12/5 December, 1943.

WATER FORECAST

FROM FIELD TO TUNIC: Scattered clouds in San Joaquin Valley Fresno to Modesto 4000-12000' extending cold front, clouds scattered to 10000' in C.V. Valley. High to 12000' and rain, clearing to 12000'.

Winds aloft: 5000' 200°-10 mph 10000' 200°-20 mph 15000' 220°-30 mph in Calif. 20000' 220°-40 mph in Calif. 25000' 220°-40 mph in Arizona.

FROM TUNIC TO SAN BLAS: Scattered stratus over Angeles area near 6500'. Other areas clear and unlimited. Reshell south to San Diego.

Winds aloft: 5000' 200°-10 mph 10000' 200°-15 mph 15000' 270°-20 mph 20000' 250°-30 mph.

FRESNO TO PORTLAND: 2-4000' overcast, higher broken to overcast 6-10000' north of Stockton in Sacramento Valley with the cold front reaching the Sierra slopes 10000'. Stratocumulus bases 2-4000' northern Calif. and 6-10000' altocumulus clouds 3-5000' following front. Freezing level 6000'. Clouds and rain obscuring Sierran ranges due to instability. Medford 4000' overcast, rain showers, becoming 10000' scattered after 2000'. Eugene to Portland, High scattered.

Winds aloft: 5000' 200°-15 mph 10000' 200°-20 mph 15000' 220°-30 mph 20000' 220°-40 mph
California 200°-15 mph 220°-30 mph 220°-40 mph 220°-40 mph
Oregon 360°-20 350°-17 250°-25 240°-26

FROM PORTLAND TO SALT LAKE: Stratocumulus in pine Sierras above Airways Blue Canyon to Reno, bases 4000' to 10000'. Altocumulus broken to overcast 15-15000' n.s. 1. In northern Nevada lowering to 7000' n.s. 1-22000'. Utah high scattered to broken light rain over central and northern Sierra Nevada ranges, continuing beyond 6000'.

Winds aloft: 5000' 200°-15 mph 10000' 200°-20 mph 15000' 220°-30 mph 20000' 220°-40 mph

WATER FORECASTS

HANCOCK FIELD AND TUNIC: Clear to high scattered, possible scattered clouds at 4000' 2100 - 0600 P. (Cust conditions due to frontal passage near 0100 P. wind velocities 35-45 mph diminishing to 12 mph by 0600 P.)

Winds aloft: 5000' 200°-15 mph 10000' 200°-20 mph 15000' 250°-30 mph 20000' 240°-30 mph

EL PASO CITY AND SALT LAKE: Stratocumulus 2-4000' overcast over pine range 1000 P. to 2800 P. and broken 2400 P. to 0300 P. and scattered by 0600 P. Winds aloft same as for Hancock Field.

BAROC: C - V U. Surface winds under 12 mph.

PORTLAND: 2-12000' scattered to rain.

Eight surface winds.

REAR END LEVEL: 11000' ahead of front, 6000' behind front, in California.

706, 9

Weather forecast

1

10-5-43

Forecast continued

THUNDER Moderate below 6000' in frontal zone. Little or none above 10000'

SYNOPSIS: Shallow active cold front in a line through Monterey Bay, San Jose, Millers, and at 1700', moving east-southeast. The front is carrying little or no precipitation, but a 2-4000' ceiling with a wind shift and gustiness at time of front passage. The front is being held back by the Diablo Range to the east of Fresno. Its closest approach is expected in the San Joaquin Valley. Front will pass Fresno between 0100 and 0200.

WIND: 1000-1200 KTS. PROBABILITY 30. AREA: 1000-1200 KTS. 0-1000' 1000-1200 KTS.

WIND: 1000-1200 KTS. 0-1000' 1000-1200 KTS.

8

CIRCUIT 12 0430 PWT
FT C SPL M50 Q 108/47/44-45/983/ BINOV C R- ENDED 0410P
TBH C 058/27/21-3M
TIE C 051/47/28-7/M
DUC C 095/46/35-20/985
BD C -C/ 112/43/38-43/985
SZ C SPL M309R- 085/47/43-49/977/R- INTMT

CIRCUIT 3 0430 PWT
LT C C 093/38/46-7/983
RL C 098/38/15-3/982
DG C C 098/40/19-3/985
TZ C 350 146/51/41-49/001

CIRCUIT 12 0530 PWT
FT C M503 102/46/44-5/981/BINOV C/90310 5003 44
TBH C 054/29/21-2M/ 806 26
TIE C 044/48/28-11 XM/ 810 93588 345
DUC C 098/45/35-18/985 102 43
BD C -C/112/44/39-1/985/ 200 0069 39
SZ C M350R- 085/47/44-46/977/R- INTMT/ 601 5009 42

CIRCUIT 9 0530 PWT
LT C C 105/33/15-4/984/ 902 31
RL C 102/38/15-4-3/983/ 402 34
DG C C 095/43/14-19/582/ 602 37
TZ (MISSING FROM SEQUENCE)

CIRCUIT 12 0630 PWT
FT C M20 Q 102/46/44-5/981/BINOV C
TBH C 051/29/20-2/M
TIE C 051/47/28-11/M
DUC C 093/42/33-28/984
BD C -C/ 115/44/39-2/586
SZ C M 290 8R- 088/46/46-7/978

CIRCUIT 9 0630 PWT
LT C -C/ 108/32/15-2/984
RL C 105/34/15-1/983
DG FINO
TZ C C 156/49/41-45/003

A CERTIFIED TRUE COPY

Richard L. Moore
RICHARD L. MOORE
CAPTAIN AIR CORPS
STATION WEATHER OFFICER

706

NOTE: DO NOT ATTEMPT TO FILL OUT THIS CARD WITHOUT FIRST BECOMING FAMILIAR WITH AF 605-90

(19) - (C) MARITAL STATUS AND DEPENDENTS:		SINGLE ☒ MARRIED ☐ DIVORCED ☐ WIDOWER ☐		NUMBER OF DEPENDENTS (OTHER THAN WIFE) <u>None</u>	
(20) LEGAL RESIDENCE:		NO. 1 STREET <u>CITY REESVILLE</u>		STATE <u>OHIO</u>	
(21) NAME <u>MR CHARLES WILLIS TURVEY</u>		CITY <u>REESVILLE</u>		RELATIONSHIP <u>FATHER</u>	
STREET ADDRESS		CITY <u>REESVILLE</u>		STATE <u>OHIO</u>	
SCHOOL	NAME OF INSTITUTION	EDUCATION		DEGREE	
HIGH SCHOOL	<u>REESVILLE, OHIO</u>	<u>ACADEMIC</u>		<u>1938</u>	
COLLEGE OR UNIVERSITY	<u>WILMINGTON COL, WILMINGTON, OHIO</u>	<u>MECH. ENG</u>		<u>1941</u>	
POST GRADUATE					
(23) TESTS					
TEST	DATE	SCORE	TEST	DATE	SCORE
(24) - (C) PARTICIPATING SPORTS					
1. BOXING	☐ C ☐ XL	3. BASE BALL	☐ C ☐ XL	7. EQUITATION	☐ C ☐ XL
2. SOFT BALL	☐ C ☐ XL	4. BASKET BALL	☐ C ☐ XL	8. OTHER <u>BOWLING, SWIMMING</u>	<u>1 C, XL</u>
(25) - (C) ACTIVE HOBBIES					
1. RADIO	☐ 2. PHOTOGRAPHY	☐ 3. RIFLE OR PISTOL SHOOTING	☐ 4. AVIATION	☐ 5. OTHER <u>DRAFTING</u>	
(26) - (C) MAIN CIVILIAN OCCUPATION					
TITLE OR JOB <u>INSPECTOR</u>					
EXPLAIN WHAT YOU DO <u>INSPECTOR STEERING GEARS AND PARTS</u>					
DATES EMPLOYED AND REMUNERATION		MONTHLY SALARY FROM OR INCOME		TO MONTHLY SALARY OR INCOME	
FROM <u>21 JUN 1941</u> TO <u>JUNE 1942</u>		FROM <u>\$ 140.00</u>		TO <u>\$</u>	
OCCUPATIONAL DICTIONARY CODE					
AR 615-26 <u>05 027</u>					
QUALIFICATION IN MILITARY SPECIALTIES					
DESIGNATION		SPEC. SERIAL NO.		DATE	
<u>Four Engine Pilot</u>		<u>1024</u>		<u>24-43</u>	
(28) - (C) PRIMARY					
(29) - (C) SECONDARY					
SIGNATURE OF INTERVIEWING OFFICER					
SIGNATURE OF OFFICER					
(31) REMARKS: <u>(REF 15) Pte in A.C., BASED INK, 6-30-44 to 9-31-42</u>					
<u>REL. FREE, PROTESTANT</u>					
Physically fit for overseas <u>(Yes)</u>					
Glucose <u>not provided</u>					
in possession. <u>Training provided</u>					
Basic Training completed <u>(Yes)</u>					
Qualified for MOS <u>1100</u>					

IMPORTANT - UNDER NO CIRCUMSTANCES WILL THIS CARD BE FOLDED, ROLLED OR CRUMPLED

AF 605-90 FORM NO. 1-41 124 FEBRUARY 1941

A TRUE COPY

A TRUE COPY

461ST BOMBARDMENT GROUP (H), AAF
OFFICE OF THE GROUP SURGEON
HAMMER FIELD, FRESNO, CALIF.

12 December, 1943

SUBJECT: Informal report of aircraft accident.

TO :

1. Under the provisions of Memorandum 25-1, Headquarters, Fourth Air Force, dated 18 November 1943, the following informal report of aircraft accident on 5 December, 1943 is submitted.

(a) This B-24E, No. 41-28433, was on a high altitude navigation mission of approximately six hours and ten minutes duration which took off from Hammer Field, California at 08:50 to proceed to Bakersfield, California, Tucson, Arizona and return to Hammer Field, California. Estimated time of return was 03:00. Last position report was at 02:10 at 35 degrees 06 minutes North Latitude, 116 degrees 50 minutes West Longitude. Search missions to date has not located aircraft.

(b) Pilot had flown 90 hours in the preceeding 30 days and 8 hours in the immediate 48 hours and had approximately 6 hours sleep in the 24 hours before the flight. There has been no evidence of psychic aberrations, emotional disturbances or fear of flight. This pilot, co-pilot team has been a very stable combination.

2. Results to flying personnel are as follows:

Pilot	2nd Lt. Charles W. Turvey	O-682921	Missing
Co-Pilot	2nd Lt. Robert M. Hester	O-753344	Missing
Navigator	2nd Lt. William T. Cronin	O-691961	Missing
Bombardier	2nd Lt. Willis H. Fish	O-752711	Missing
Engineer	S/Sgt. Robert O. Bussey	11084894	Missing
Radio Operator	Sgt. Howard A. Wandtke	15354576	Missing

Daniel E. Nathan
DANIEL E. NATHAN
Capt., M. C., AME
Group Surgeon

HEADQUARTERS ARMY AIR BASE
Office of the Commanding Officer
Hammer Field - Fresno, California

In reply refer to:
000.93

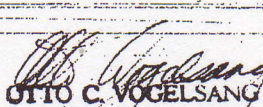
(OP)
17 December 1943

SUBJECT: Report of Aircraft Accident.

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

1. Transmitted herewith in compliance with Army Air Forces Regulation 62-14, dated May 26, 1943 and 4th AF Memo 55-2, dated 16 May 1943, is a report of Aircraft Accident Investigation Committee pertaining to B-24 E airplane serial number 41-28463, place unknown, 5 December 1943.

For the Commanding Officer:


OTTO C. VOGELSANG
WOJG, USA
Asst. Adjutant

Incl 1 Executed A.A.F. Form #14
Report of Aircraft Accident.

706

12

HEADQUARTERS ARMY AIR FORCE

FOR ACTION A I U

OFFICE OF FLYING SAFETY

FOR INFO OFC MGMT

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M & R

DATE 14 DECEMBER 43

X

T.W.X.

TELEGRAM

WSAL361-V ASVL175-NR6-PRTY

FROM KIRKSEY COAAB HAMMERFIELD CALIFORNIA DEC 140607Z

TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTONSALEM NCAR

GR31

FAB AG571 PD CITE FAB AG 191 PD BY DIRECTION OF THE IV BOMBER

COMMAND CMA SEARCH FOR MISSING AIRCRAFT B-24E 41-28463 IS

DISCONTINUED PD GLANTZBERG CO 416ST BB GP /H/

0819 Z JX K

NR22/ES

706

1292-10-43

44-12-5-17

X

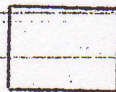
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

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

DATE 11 DEC 48



T.W.X.



TELEGRAM

WSAL361 V ASVL176 NR 8 PRIORITY
FROM KIRKSEY COAAB HAMMER FIELD CALIFORNIA 102051Z
TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTONSALEM NC

GR59

FAB GP437 PD CITE TWX FAB AG191 DATED FIFTH DECEMBER
NINETEEN FORTY THREE PD ROUTING SEARCH OG MISSING AIRCRAFT NUMBER
B DASH TWENTY FOUR E FORTY ONE DASH TWO EIGHT FOUR SIX THREE WAS
DISCONTINUED DECEMBER TENTH CMA NINETEEN FORTY THREE DUE TO BAD WEATHER
PD SEARCH WILL NOT BE CONDUCTED TOMORROW PD

GLANTZBERG CG 481ST BOMB GP. /H/

SENT 110708Z

NR26/ES.

706
129710-43

44-12-5-17-12

HEADQUARTERS ARMY AIR FORCES

FOR ACTION AIU.

OFFICE OF FLYING SAFETY

FOR INFO DEC MGMT.

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M&B.

DATE 10 DEC. 1943.

XX

T.W.X.

TELEGRAM

WSAL 361 V ASVL 175 NR 3 PRY..

FROM KIRKSEY COAAB HAMMERFIELD CALIF 100015Z..

TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTONSALEM N C..

GR 55..

FAB AG334 PD CITE TWX FAB AG 191 DATED FIFTH DECEMBER NINETEEN FORTY
THREE PD ROUTINE SEARCH OF MISSING AIRCRAFT NO B DASH 24 E 419 DASH
28463 WAS DISCONTINUED DECEMBER NINTH CMA NINETEEN FORTY THREE DUE TO BAD
WEATHER PD SEARCH WILL CONTINUE TOMORROW IF WEATHER PERMITS PD..

SIGNED GLANTZBERG CO 461ST BOMB GP..

#8.

RS.

106

1228110-13

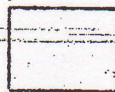
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

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

DATE 9 DEC. 1943.



T.W.X.



TELEGRAM

WSAL 361 V ASVL175 NR 10 PRY..
FROM KIRKSEY COAAB HAMMER FLD CALIF 090738Z..
TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTONSALEM N CAR..
GR 179.

FAB AG3018 PD CITE TWX FAB AG 191 DATED FIFTH DECEMBER NINETEEN FORTY
THREE PD ROUTINE SEARCH OF MISSING AIRCRAFT NO B-24E 41-28463 IS SUB-
MITTED AS FOLLOWS PD EIGHT AIRCRAFT PARTICIPATED IN THIS SEARCH PD AREA
SEARCHED IS AS FOLLOWS COLON FROM THIRTY FIVE DEGREES THIRTY THREE MIN-
UTES NORTH ONE HUNDRED EIGHTEEN DEGREES FIFTY ONE MINUTES WEST THEN NORTH
TO THIRTY SIX DEGREES FIFTY SEVEN MINUTES NORTH ONE HUNDRED EIGHTEEN DE-
GREES FIFTY ONE MINUTES WEST THEN NORTHEAST TO THIRTY SEVEN DEGREES SEVEN
MINUTES NORTH ONE HUNDRED EIGHTEEN DEGREES TWELVE MINUTES WEST THEN SOUTH
EAST TO THIRTY SIX DEGREES THIRTY MINUTES NORTH ONE HUNDRED SEVENTEEN DE-
GREES SIX MINUTES WEST THEN SOUTH TO THIRTY FIVE DEGREES FORTY FIVE MIN-
UTES NORTH ONE HUNDRED SEVENTEEN DEGREES FIFTEEN MINUTES WEST THEN SOUTH
EAST TO THIRTY FIVE DEGREES SIX MINUTES NORTH ONE HUNDRED SIXTEEN DEGREES
FIFTY MINUTES WEST THEN SOUTHWEST TO THIRTY FOUR DEGREES FORTY TWO MINUTES
NORTH ONE HUNDRED EIGHTEEN DEGREES FIFTY FIVE MINUTES WEST THEN NORTH TO
STARTING POINT PD NEGATIVE REPORT OF THIS SEARCH PD SEARCH WILL CONTINUE
TOMORROW DECEMBER NINTH CMA NINETEEN FORTY THREE SIGNED GLANTZBERG CO
461ST BOMB GP..

#25.
PS..

706-16-
7292:10-53

HEADQUARTERS ARMY AIR FORCES

FOR ACTION A I U

OFFICE OF FLYING SAFETY

FOR INFO OFC MGMT

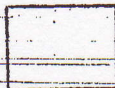
WINSTON-SALEM, NORTH CAROLINA

FOR FILE M & R

DATE 8 DECEMBER 43



T.W.X.



TELEGRAM

WSAL361 V ASVL175 NR12 PRIORITY

FROM KIRKSEY COAAB HAMMER FIELD CALIF 080612Z

TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTON SALEM NCAR
GR167 BT

FAB AG277 PERIOD CITE TWX FAB AG 191 DATED 5 DECEMBER 1943 PD

ROUTINE SEARCH OF MISSING AIRCRAFT NO B24 E 41-28463 IS

SUBMITTED AS FOLLOWS PD AREA SEARCHED IS AS FOLLOWS COLON THE AREA WAS
SEARCHED ON A LINE RUNNING SOUTH EAST FROM THIRTY SIX

DEGREES FIFTY FOUR MINUTES NORTH ONE HUNDRED EIGHTEEN DEGREES FIFTY
MINUTES WEST TO THIRTY SIX DEGREES TWO MINUTES NORTH ONE HUNDRED

SEVENTEEN DEGREES SEVENTEEN MINUTES WEST THEN SOUTH TO

THIRTY FIVE DEGREES FORTY SEVEN MINUTES NORTH ONE HUNDRED SEVENTEEN

DEGREES SEVENTEEN MINUTES WEST THEN SOUTH WEST TO THIRTY FIVE DEGREES

FORTY MINUTES NORTH ONE HUNDRED SEVENTEEN DEGREES FORTY NINE MINUTES WEST

THEN SOUTH TO THIRTY FIVE DEGREES FIVE MINUTES NORTH ONE HUNDRED

EIGHTEEN DEGREES WEST THEN NORTH EAST TO THIRTY FIVE DEGREES THIRTY

THREE MINUTES NORTH ONE HUNDRED EIGHTEEN DEGREES FIFTY MINUTES WEST

THEN NORTH TO STARTING POINT PD NEGATIVE REPORT OF THIS SEARCH PD

SEARCH WILL BE CONTINUED TOMORROW WEDNESDAY 8 DECEMBER 1943 PD

SIGNED GLANTZBERG 461ST BOMB GP /H/

NR26/ES.

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44-12-5-17 12/9

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

FOR ACTION A I U
FOR INFO OFC MGMT
FOR FILE M & R
DATE 7 DECEMBER 43

☒ X

T.W.X.

☐ TELEGRAM

WSAL361 V ASVL175 NR3 P

FROM KIRKSEY COAAB HAMMERFLD CALIF 070412Z

TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTONSALEM NC

GR229

FAB AG238 PERIOD CITE TWX FAB AG191 CMA NO B24E 41 DASH 28463
CMA 461ST BOMB GP PAREN R PAREN CMA HAMMER FIELD CMA FRESNO CALIFORNIA
PD TEN AIRCRAFT FROM HAMMER FIELD CMA FOUR AIRCRAFT FROM MURC ARMY
AIR BASE PARTICIPATED IN THE SEARCH FOR THE MISSING AIRCRAFT PD AREA
SEARCHED IS AS FOLLOWS COLON LINE RUNNING EAST FROM THIRTY SEVEN DEGREES
TEN MINUTES NORTH ONE HUNDRED NINETEEN DEGREES EIGHTEEN MINUTES WEST
TO THIRTY SEVEN DEGREES FIFTEEN MINUTES NORTH ONE HUNDRED SIXTEEN
DEGREES FORTY FIVE MINUTES WEST THEN SOUTH TO THIRTY FIVE DEGREES
FIVE MINUTES NORTH ONE HUNDRED SIXTEEN DEGREES FORTY FIVE MINUTES
WEST THEN WEST TO THIRTY DEGREES THREE MINUTES NORTH ONE HUNDRED
EIGHTEEN DEGREES FIFTY MINUTES WEST AND RETURNED NORTH TO STARTING
COORDANCE PD ON A LINE RUNNING NORTH EAST FROM THIRTY SIX DEGREES
FORTY EIGHT MINUTES NORTH ONE HUNDRED TWENTY ONE DEGREES TWENTY EIGHT
MINUTES WEST TO THIRTY SEVEN DEGREES FOUR MINUTES NORTH ONE HUNDRED
TWENTY ONE DEGREES TWO MINUTES WEST THEN SOUTH EAST TO THIRTY FIVE
DEGREES THREE MINUTES NORTH ONE HUNDRED NINETEEN DEGREES TWENTY FIVE
MINUTES WEST THEN WEST TO THIRTY FIVE DEGREES THREE MINUTES NORTH
ONE HUNDRED TWENTY DEGREES THREE MINUTES WEST THEN NORTH WEST TO

706

129216-42

HEADQUARTERS ARMY AIR FORCES

FOR ACTION A I U

OFFICE OF FLYING SAFETY

FOR INFO OFC MGMT

WINSTON-SALEM, NORTH CAROLINA

FOR FILEM & R

DATE 7 DECEMBER 43

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T.W.X.

☐ TELEGRAM

CONTINUED OF MSG NR14

PAGE TWO..

STARTING COORDANCE PD NEGATIVE REPORT OF THIS SEARCH WILL BE CONTINUED
TOMORROW THESDAY DEC 7 43 PD SIGNED GLANTZBERG CO 461ST BB GP PAREN H

PAREN END

0939Z CL K

NR14/ES.

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14

1292518-13

HEADQUARTERS ARMY AIR FORCES

OFFICE OF FLYING SAFETY

WINSTON-SALEM, NORTH CAROLINA

FOR ACTION

FOR INFO

FOR FILE

DATE 6 DECEMBER 43

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T.W.X.

TELEGRAM

WSAL361-V ASVL175 NR2 P

FROM KIRKSEY COAAB HAMMERFIELD CALIF 060343Z

TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTONSALEM NC

FAB AG191 PERIOD

IN COMPLIANCE WITH AAF MEMORANDUM SIXTY TWO DASH FOURTEEN THE

FOLLOWING INFORMATION IS SUBMITTED ON MISSING AIRCRAFT COLON

DASH 24E 41 DASH 28463 DEPARTED HAMMER FIELD CMA CALIFORNIA ZERO

THREE FIVE ZERO GCT DECEMBER FIFTH CMA NINETEEN FORTY THREE ON TRAINING

MISSION FROM THIS FIELD TO BAKERSFIELD CALIFORNIA THEN TO TUCSON ARIZONA

AND RETURN TO HAMMER FIELD PD PERSONNEL INVOLVED WERE COLON PILOT

SECOND LT CHARLES W TURVEY CMA NAUGHT DASH SIX EIGHT TWO NINE TWO ONE

GO DASH PILOT SECOND LT ROBERT M HESTER CMA NAUGHT DASH

SEVEN FIVE FIVE THREE FOUR FOUR CMA NAVIGATOR SECOND LT WILLIAM

M CRONIN CMA NAUGHT DASH SIX NINE ONE NINE SIX ONE CMA BOMBARDIER

SECOND LT ELLIS H FISH CMA NAUGHT DASH SEVEN FIVE TWO

SEVEN ONE ONE CMA ENGINEER S SLANT SGT ROBERT C BURSEY CMA ONE ONE NAUGHT

EIGHT FOUR EIGHT NINE FOUR CMA AND RADIO OPERATOR SGT HOWARD A WANDTAK

CMA ONE FIVE THREE FIVE FOUR FIVE SEVEN SIX PD THESE MEN WERE ASSIGNED

TO THE FOUR SIXTY FIRST BOMBARDMENT GROUP PAREN H PAREN CMA

SEVEN SIXTY FIFTH BOMBARDMENT SQUADRON PAREN H PAREN CMA HAMMER FIELD

CMA FRESNO CALIFORNIA PD ESTIMATED TIME ON ROUTE WAS SIX

12-83-40

44-12-5-17

12921-10-13

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

FOR ACTION _____

FOR INFO _____

FOR FILE _____

DATE _____



T.W.X.



TELEGRAM

CONTINUED OF MESSAGE NR15 PAGE TWO..

HOURS AND TEN MINUTES PD LAST POSITION REPORT WAS RECEIVED AT NAUGHT
NINE ONE ZERO GCT CMA TWENTY FIVE DEGREES ZERO SIX MINUTES NORTH LATITUDE
CMA ONE HUNDRED SIXTEEN DEGREES FIFTY MINUTES WEST LONGITUDE
PD MAKING GOOD TRUE COURSE TWO HUNDRED EIGHTY DEGREES PD OBVIOUSLY
THIS POSITION REPORT WAS NOT CORRECT BECAUSE IT WOULD PLACE SHIP APPROX-
IMATELY TWO HUNDRED FORTY MILES SOUTH OF GUADALUPE ISLAND HEADING WEST
PD THIRTY FIVE DEGREES ZERO SIX MINUTES NORTH LATITUDE CMA
ONE HUNDRED SIXTEEN DEGREES FIFTY MINUTES LATITUDE CMA
WOULD PUT THIS AIRCRAFT ON COURSE AND ON SCHEDULE FROM TUCSON ARIZONA
TO HAMMER FIELD CMA CALIFORNIA PD WEATHER OVER COOTE WAS CLEAR
BECOMING HIGH SCATTERED FROM FIFTEEN THOUSAND TO TWENTY THOUSAND CMA
VISTIBILITY UNLIMITED PD AIRCRAFT SEARCH IS BEING MADE TODAY AND WILL
CONTINUE AGAIN TOMORROW PD SEARCH IS BASED ON CORRECT POSITION REPORT
PD SIGNED GLANTZBERG CO 461ST BOMB GP PAREN H PAREN.

0647Z CL

NR15/ES.

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