



DEPARTMENT OF THE AIR FORCE
AIR FORCE HISTORICAL RESEARCH AGENCY (AFHRA)
MAXWELL AIR FORCE BASE, ALABAMA

March 25, 2009
RFI # 2009-60537

AFHRA/RSA
600 Chennault Circle
Maxwell AFB, AL 36112-6424 USA

Mr. Peter Stekel
3048 62nd Ave. SW
Seattle, WA 98116-2706

Dear Mr. Stekel,

Thank you for your RFI (request for information) pertaining to the crashes of B-24E numbers 41-28463 and 42-7674.

I have found and copied the two aircraft accidents that you requested. I am also sending the card that assisted me in finding the crashed. You will see on these small cards the notes regarding info learned after the crash.

It is my pleasure to give you any information we have and my sincere hope that the information provided serves you well.

Respectfully,
Cathy H. Cox
Cathy Cox, Archivist
AFHRA/RSA

Enclosure:

1. Copy of original RFI
2. Copy of card and aircraft accident report number 44-12-6-5
3. Copy of card and aircraft accident report number 44-12-5-17

24 Mar 09 — E-mailed + ask for address + full name 60537 p.3

Gamma, Lynn O Civ USAF AETC AFHRA/RS

From: Final Flight [peter@finalflightthebook.com]
Sent: Tuesday, December 16, 2008 12:39 PM
To: AFHRA/NEWS
Subject: Accident Investigation Request

Dear Barry,

In the course of my research for Final Flight I've been following up on some leads and have found the need to request two more USAAF accident reports and one USAF accident report. Per your suggestion from last month I am not going through the FOIA process.

Here are the data:

1. B-24E #41-28463 accident on 12/5/43 in Kings Canyon National Park, CA. The site is now known as Hester Lake. There may have been a follow-up report in about June, 1960 after the crash site was found.
There were body recoveries involved.
2. B-24E #42-7674 accident on 12/6/43 in Sequoia National Forest, CA.
The crash site was found in 1955 in Huntington Lake, CA.
3. T-33 [F-80] Shooting Star #52-9232 accident 5/9/57 over Kings Canyon National Park.
Wreckage never found but the pilot successfully ejected.
After 54 days in the wilderness he hiked out and was found by some campers. My sources indicate there is a redacted and non-redacted version of this report. Of course, it would be nice to have the unredacted report if it can be found.

I can provide more information [crew members names, mostly] if it would help you.

Please let me know if there is anything you need from me to expedite your search.

Thank you, Barry.

--
Peter

Darden, William H Capt 44-12-6-5 B-24H

389288

42-7674

Huntington Lake, Calif. Hammer Fld, Fresno, Calif.

REF No 239 BOX 244

Accident No. 44-12-6-5

Date

Checked by [Signature] 12-29-43

Analyzed by [Signature] 12-30-43

Copied for Wright
Field by _____

Notes [Handwritten notes]

1225-9-43

Accident No.

44-12-1-3

Pilot's Name

Garland Williams

Nature Group

02

Collision in flight with

Specific Nature

06

Struck water

Underlying Nature

00

Undetermined (believed
round off)

100 %

Cause Group

37

Undetermined

Specific Cause

93

Probable cause
may be deduced

Underlying Cause

00

Cause Group

Specific Cause

Underlying Cause

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

(1) Place Huntington Lake, California (2) Date 6 December 1943 (3) Time Unknown
 AIRCRAFT: (4) Type and model E-24 H (5) A. F. No. 42-7674 (6) Station Hammer Fld, Fresno, Calif.
 Organization: (7) 4th Air Force (8) 461st BG (H) (9) 766th Bomb Sqdn (H)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	STATUS OF PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
CP	Darden, William H.	P	0-389288	Capt.	02	AAF	4th AF	Unknown	Unknown
CP	Settle, Marion C.	CP	0-806149	2nd Lt.	1201	AAF	4th AF	None	S E
SN	Schlosser, Samuel J.	N	0-757409	2nd Lt.	1201	AAF	4th AF	Unknown	Unknown
AE	Nyswonger, Franklin	E	16009396	S/Sgt.	1200	AAF	4th AF	Unknown	Unknown
AE	Mayo, Dick E.	AE	35448517	Sgt.	1220	AAF	4th AF	Unknown	Unknown
RO	Berulid, George J.	RO	32568869	Sgt.	1220	AAF	4th AF	None	S E
TG	Spangle, Richard I.	TG	219013003	Sgt.	1220	AAF	4th AF	Unknown	Unknown
E	Vande Plasch, Donald	E	36279044	Sgt.	1220	AAF	4th AF	Unknown	Unknown

PILOT CHANGED WITH ACCIDENT

(20) Darish, William H. (21) 0-389288 (22) Captain (23) 01 (24) AAF
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 4th Air Force (26) 461st BG (H) (27) 766th B Sq. (H) (28) Hammer Fld, Fresno, Calif.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 4th Air Force (30) 461st BG (31) 766th B Sq. (H) (32) Hammer Fld, Fresno, Calif.
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 11/21/39 Present rating (35) Pilot (36) 11/21/39 Instrument rating (37) Oct. 9, 1943
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type..... 235:10 (42) Instrument time last 6 months..... 39:55
 (39) This model..... 235:10 (43) Instrument time last 30 days..... 1:25
 (40) Last 90 days..... 122:30 (44) Night time last 6 months..... 28:55
 (41) Total..... 1453:05 (45) Night time last 30 days..... 2:40

AIRCRAFT DAMAGE

DAMAGE	(40) 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 CAVU

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Hammer Fld (53) To Hammer Fld (54) Kind of clearance Contact

(55) Pilot's mission Routine mission searching for aircraft

(56) Nature of accident Agency landing on Huntington Lake.

(57) Cause of accident Undetermined.

DESCRIPTION OF ACCIDENT

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

This airplane was on a search mission over the Sierra Nevada Mountains. The Pilot executed a peel off turn in order to separate from the formation at the stated interval of fifty (50) seconds between planes. At this point the airplane was approximately N.E. of Huntington Lake at approximately nine thousand feet (9000) altitude. The terrain is rough with elevations of seven thousand (7000) to (10000) feet in the immediate vicinity. The pilot sensed some difficulty which is not clearly defined by the testimony of the co-pilot and ordered the crew to jump. Two survivors left the plane and parachuted to safety. Parts of the airplane were found in Huntington Lake. It is assumed that the airplane and all others on board were lost in the lake

A strong wind from the southeast is believed to have caused a downdraft which confused the pilot momentarily. It is believed that the low altitude with reference to surrounding terrain and the pilots' lack of familiarity with the terrain caused him to commit himself to a landing in the lake as an emergency procedure. He was apparently unable to maneuver so as to avoid a down-wind landing. There is no definite evidence to show mechanical difficulties resulting in a lack of power.

It is the opinion of the Board that the accident is attributable to personnel error.

Pilot 50%
Undetermined 50%

1243000



Signature: John C. Doherty, Maj., AG, Pres.
Harry L. Mitchell, Maj., AG, Mem.
Edward W. Spalding, 1st Lt.

Date

STATEMENT MADE BY CO-PILOT

Lt. Settle: I was on a search mission that morning and believe there were 9 or 10 planes in the flight element. We were in the 3rd element. We were to peel off at 50 second intervals. That would make us next to the last plane to peel off. We peeled off and one prop governor went out. It was No. 2 prop. I pulled back on it and told him it sounded all right. The Captain said, "All right, hell, get out of here." We were losing altitude. He told the engineer to change fuses and then changed his mind and didn't say what fuses. He repeated orders telling crew to bail out. The Captain was repeating to bail out all the time when I got out. The bomb bay doors would not open. The engineer was busy putting on his chute. It was dark. I could not open the bomb bay doors. I could not locate the control to get the bomb bay doors open so I stepped back on the catwalk. The engineer opened the doors and I bailed out. Just before the doors were opened, the landing gear warning horn sounded. It went off again so throttles must have been ~~closed~~. I could see some of the instruments. The engines were putting out ~~25~~ 25 inches on all four engines. The horns quit blowing after they blew once and that's all I remember.

I did see the tachometer. Looked out at props. Checked it, and Captain Darden told me to reduce power. and to pull back just a little and it sounded all right.

Question: Before you left the co-pilot's seat, were all four engines functioning?

Lt. Settle: They were running but losing altitude.

Question: Did Captain Darden make an effort to keep from losing altitude?

Lt. Settle: It was a matter of seconds. We didn't know altitude of airplane. Nor do I recall the attitude or airspeed.

We were going down at that instant. Prior to that time, we were fixing to climb over the mountains ahead around 11,000 feet. Fixing to fly 2000 R.P.M., 32 in. hg. Would have been enough power to climb if something hadn't gone wrong. Naturally didn't know what was happening because we should have been climbing. 20,000 R.P.M. and 30" hg. at the time.

When I bailed out, we had changed the direction from south back to west. We were down between the mountain peaks when I bailed out. The radio operator bailed out after me. He landed ~~1/2~~ mile from the lake side.

Question: Did you try to spot the plane?

2243000

Lt. Settle: No sir.

Question: Was any other warning given other than verbal orders to bail out?

Lt. Settle: Sir, he was pushing the button but I didn't hear the bells in the nose tail and tail turret. I did see him pushing on the alarm bells and saying to bail out when I left. He stayed on the interphone.

Question: Did the plane seem to be flying normal?

Lt. Settle: Slower than ^{and} other type B's. Ran as good as others just as fast.

Question: Did you change the throttles when you peeled off?

Lt. Settle: No sir. I pulled back the prop on No. 2. The only reason I had ridden with him before and had his instructions to reduce R.P.M. before reducing throttle.

Question: Was any steep turn made?

Lt. Settle: I imagine he did turn. I was in the bomb bay at that time. Didn't feel any hard pull. No sir, no sensations. Made good turn down to valley. Headed directly down.

Question: How high?

Lt. Settle: Somewhere between 3 and 5 hundred feet.

Question: Did you notice any unusual atmospheric changes?

Lt. Settle: No sir, only a cloud. If we hadn't turned, we would have hit the cloud. I believed we turned about 2 miles before reaching the cloud.

We were probably 1,000 feet above the valley floors and barely above the peaks. The whole formation was to be at 10,000 feet.

There were two very high peaks in front of us and we had to turn to avoid them. I think we were above the peaks but losing altitude.

I am a first pilot but was acting co-pilot and in no position to take over as he was the commanding-officer.

Question: You mentioned a cloud ahead of you. Was there very much cloudiness that morning?

Lt. Settle: Ahead, but not where we were.

Question: Could you tell anything about the wind?

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Lt. Settle: over the lake it was blowing west. pretty strong and later that afternoon I went out over the lake in a boat and the waves almost turned it over. Pretty strong wind. It was from the east. Blowing east to the west. two high peaks just in front might creat a down draft.

Question: Did you notice the airplane slowing up?

Lt. Settle: Just noticed the airplane descend.

Question: How close to the cloud were you?

Lt. Settle: I would estimate at least 2 more miles would have carried us into the edge of it.

Question: Any electrical activities noticed? (Atmospheric)

Lt. Settle: No sir.

Question: You say you recall hearing the landing gear warning horn?

Lt. Settle: Yes, after trying to open the bomb bay doors. I looked back and saw the manifold pressure was back to 25 inches.

Lt. Settle: If he hit the flap handle it was after I left. He could have done everything possible while I was opening the bomb bay doors, like putting full power.

Question: What was the briefing?

Lt. Settle: Briefing was carried out. and we were the lead element. The fellow in 729 was the lead ship.

Question: Method of search?

Lt. Settle: Flying in a straight line, each one was to peel off after the first 50 seconds, covering a pretty wide area and still be rather far apart. The first plane started peeling off over Shaver Lake. 50 second intervals would give each one time to check and search his area.

Question: Were you warned about the mountains?

Lt. Settle: We were due to fly about 500 feet above the ground. Special directions definite headings from each point gave you headings you should fly.

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Question: Was any mention made of type of weather?

Lt. Settle: No sir.

Question: No velocity of wind?

Lt. Settle: Don't know, may have been mentioned, I do not recall.

Question: Where were the other men riding?

Lt. Settle: Two in the tail and two in the nose. The men in the tail could have gotten out.... we could have been over the ridge, saw the trees and decided they would rather risk the lake than the trees.

Question: You didn't see them?

Lt. Settle: The door was closed. There was no scrambling around in the nose, no one trying to get out. That's the reason that I thought they had jumped. It seemed that they hadn't. No evidence was found of anyone else having jumped. Searchers found where we fell.

Question: Did the Captain get on the interphone?

Lt. Settle: ^{and I was} We were on command set. Pilot had a ground connection, and was on the interphone. Everything he said to me went on the interphone. The radio operator never could find the trouble. He stayed on the interphone so he wouldn't block out other communications. He decided to stay on the interphone. He couldn't say a thing but what was heard on the interphone.

Question: Do you recall the engine sounds?

Lt. Settle: Really didn't have sound of having full power. Even in the bomb bay you could feel that.

Colo M. Settle, 2nd Lt. A.C.

STATEMENT MADE BY RADIO OPERATOR

Question: Sergeant, what was the first notice of anything wrong?

Sgt. Barulic: Never noticed anything before he said to bail out. The captain. I could hear him yelling. The first time I heard him say bail out, I took off my head sets and started getting ready.

Question: Did he get on interphone?

Sgt. Barulic: Must have gotten on interphone.

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Question: After hearing the Captain give the command to bail out, what did you do?

Sgt. Barulic: Started getting ^{Seat 4th} my chute on. It takes some time to get it on. I got all ready to bail out. Went second.

Question: Where was the co-pilot?

Sgt. Barulic: Trying to open bomb bay doors standing almost against the bomb racks. There was room for three.

Yes, I could hear the warning horn blowing as I was getting my chute on. Looked and noticed the Captain was calling to bail out so I ~~followed~~ ^{followed} the Lieutenant out.

Question: Do you recall engine sounds?

Sgt. Barulic: At that time they seemed kind of quiet, losing altitude. Sort of felt that.

Sgt. George C. Barulic

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COPY

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. In compliance with Memorandum 25-1, Headquarters, Fourth Air Force, dated 18 November 1943 the following informal report is submitted concerning the crash of Aircraft B-24H, No. 42-1674, on 6 December 1943.

(a) Above named aircraft, 700th Bombardment Squadron, piloted by Captain William H. Darden, was assigned to participate in a search mission. The flight took off at 0912, 6 December 1943 and proceeded to the vicinity of Shaw Lake in formation. Aircraft involved was the last ship to "peel off" from the formation, and was then just North of Huntington Lake. Immediately after peeling off, No. two prop governor went out and the engine had to be throttled back. Immediately afterward the aircraft began to lose altitude rapidly, the reason for which is undetermined. The pilot ordered the crew to bail out. The Co-Pilot, Lt. Culer M. Settle and the radio operator, Sgt. George J. Barulic, parachuted to safety. No other members of the crew were able to get out, due to the fact that the airplane was by then too close to the ground. The engineer was seen returning to the flight deck by the radio operator. The crash occurred about 0950, 6 December 1943.

(b) In spite of the fact that the co-pilot parachuted to safety no cause for the accident has been determined. He states that he can remember no cause for the performance of the airplane.

(c) The airplane disappeared from view of the man who bailed out and apparently crashed on Huntington Lake, sinking immediately. Six men remained on board. The plane has not definitely been located, but floating debris leads to the conclusion that it is in the lake at a point where the water is one hundred and fifty feet deep. No bodies have been recovered.

(d) The pilot, Captain Darden, was Squadron Commander. He was an experienced pilot with an excellent record. The co-pilot is first pilot of a heavy bombardment crew, nearing the end of third phase training. Both are known by the undersigned to have been in good physical condition, and under no mental strain prior to the flight. The aircraft was in good working order prior to take-off. Standard safety devices were installed in the aircraft, and were in good working order.

2. Results to flying personnel are as follows:

Pilot	Captain William H. Darden	0-389288	Missing
Co-Pilot	2nd Lt. Culer M. Settle	0-806149	Uninjured
Navigator	2nd Lt. Samuel J. Schlessor	0-191409	Missing
Engineer	Sgt. Franklin C. Nyswenger	16009396	Missing
Radio Operator	Sgt. George J. Barulic	32565335	Uninjured
Ass. Engineer	Sgt. Dick E. Mayo	35448517	Missing
Gunner	Sgt. Richard L. Spangle	19103003	Missing
Gunner	Sgt. Donald Van de Plasch	36279044	Missing

1243000

Alexander E. Sproul
 ALEXANDER E. SPROUL
 Capt. M.C., AME, Squadron Surgeon

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

(18) - (C) MARITAL STATUS AND DEPENDENTS: SINGLE MARRIED DIVORCED NUMBER OF DEPENDENTS (OTHER THAN WIFE) _____

(20) LEGAL RESIDENCE: NO. & STREET 90 THE PORTS STAR CITY PORTS STATE VA

(21) NAME MRS. W. H. DARDEN RELATIONSHIP WIFE
 STREET ADDRESS GAMWYN PARK CITY GREENVILLE STATE MISS

(22) - (C) EDUCATION

SCHOOL	NO. OF YEARS	NAME OF INSTITUTION	SUBJECT MAJORED IN	GRADUATED YES NO	DEGREE	YEAR LEFT SCHOOL
HIGH SCHOOL	4	CHURCHLAND HIGH SCHOOL	ACADEMIS	<input checked="" type="checkbox"/>		1936
COLLEGE OR UNIVERSITY	4	VIRGINIA MILITARY INSTITUTE	CIVIL ENGINEERING	<input checked="" type="checkbox"/>	BS	1940
POST GRADUATE						

(23) TESTS

TEST	DATE	SCORE	TEST	DATE	SCORE
1. BOXING			7. EQUITATION		
2. SOFT BALL			8. OTHER (EQUITATION) JUMPING		

(24) - (C) PARTICIPATING SPORTS

(25) - (C) ACTIVE HOBBIES

(26) - (C) MAIN CIVILIAN OCCUPATION

TITLE OR YOUR POSITION OR JOB: SURVEYOR

(27) - (C) SECONDARY CIVILIAN OCCUPATION

CLERK AND BOARD BOY FOR STOCK EXCHANGE

DATES EMPLOYED AND REMUNERATION SPECIFICATION SERIAL NO: FROM JUNE 1938 TO SEPT 1938 MONTHLY SALARY OR INCOME \$160.00

EXPLAIN WHAT YOU DID: INSPECTED MATERIAL SUBVEYED AREA FOR BUILDING. PUSHED LABOR

DATE EMPLOYED AND REMUNERATION SPECIFICATION SERIAL NO: FROM JUNE 1937 TO SEPT 1937 MONTHLY SALARY OR INCOME \$120.00

EXPLAIN WHAT YOU DID: CLERK AND BOARD BOY FOR STOCK EXCHANGE

(28) - (C) PRIMARY: SQ COMMANDER DESIGNATION: 1011 DATE: 10-1-42

(28) - (C) SECONDARY: CLERK GENERAL DATE: MAY 20 1942

(29) INITIAL INTERVIEW BY: THARON E. ALFORD 1ST LT AC

(30) REMARKS: RELIGIOUS PREFERENCE: EPISCOPALIAN

SUCCESSFULLY COMPLETED PRIMARY TRAINING IN OCT. 1940. BASIC IN DEC 1940. SUCCESSFULLY AND ADVANCED IN MARCH 1941. FIRED 225 CAL. 40 YDS (SCORE 82). 30 CAL CARBINE 70 YDS Physically fit for overers (Sur) (SCORE 89). 45 CAL PISTAL 45 YDS. (SCORE 67) SUB-MACH GUN Glasses pair provided (date) _____ pair _____

Basic Training completed (Unit CO) _____

Qualified for: IOS St or SSK _____

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

THIS IS A TRUE COPY Amic. B. B.

U.S. AGO FORM NO. 66-1 FEBRUARY 1, 1945

AIRCRAFT CLEARANCE

OPERATIONS OFFICE
ADDRESS
FRESNO, CALIFORNIA

FLIGHT IDENTIFICATION NUMBER
CLASSIFICATION OF FLIGHT
CONTACT INSTRUMENT

SERIAL NUMBER	AIRPLANE MODEL	HOME STATION
ALTITUDE	ROUTE	TO
C. F. R.	Hammer	Search West side of Arvin to Maricosa to Salinas, to Ladera & re
DESTINATION (AIRPORT)	AIR SPEED	PROPOSED TAKE OFF TIME
Hammer	180	0900
EST. TIME EN ROUTE	WTS. OF FUEL ABOARD	ALTERNATE AIRPORT
5 plus :30	10 hrs	SD & D25
RECEIVER ONLY	NO. RADIO	TRANSMITTING FREQUENCIES
YES <input type="checkbox"/> NO <input type="checkbox"/>	<input type="checkbox"/>	KC 8210 7035
REMARKS		

NAME, RANK AND DUTY OF CREW AND OTHER OCCUPANTS	
1 729 Capt. Witte	7 874 Capt. Darden
2 190 Col. Hawes	8 222 Lt. Knapp
3 107 Lt. De Dougal	9 193 Lt. Aldridge
4 021 Lt. Specht	10 121 Col. Glantsnerg
5 237 Lt. Waterson	11
6 201 Lt. Lowery	12

John C. Doherty, Major, Air Corps

FOR FORMATION FLIGHTS ONLY

NO. PLANES IN FLIGHT	ALTITUDE COVERED BY FORMATION	APPROX. FRONT	ESTIMATED TIME REQUIRED TO LAND FORMATION IF INSTRUMENT FLIGHT
10	5000 HIGH 13000 LOW	30 Miles	1:00

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

WEATHER	5000-8000 foot scattered to broken clouds in San Joaquin Valley. Vsbty 3-5 miles becoming 5-7 miles by 1000 PWT. Low clouds obscuring peaks of Sierra Nevada. Lts vsbty good except 3 miles in rain showers and snow. Fog to be followed at all times. Icing level 3-600 ft in clouds. 1000 ft ceiling & C-1/8 mile vsbty at King City & Salinas. Low clouds, obscuring clouds at San Jose. Vsbty 6-1/8 mile in snow.
EXISTING	C <input checked="" type="checkbox"/> H <input checked="" type="checkbox"/> X <input type="checkbox"/>
FORECAST	C <input checked="" type="checkbox"/> H <input checked="" type="checkbox"/> X <input type="checkbox"/>
AAF FORM NO. 23A IS REQUIRED	<input type="checkbox"/> IS NOT REQUIRED <input type="checkbox"/>
SIGNATURE OF FORECASTER 3/ 3/Sgt. Neal W. Newell Jr., 0300 PWT	

BAROMETER READING

THIS AIRPORT

DETERMINATION

ALTERNATE AIRPORT

CERTIFICATE

I certify that thorough consideration has been given by me to the necessary maps, contour strips, emergency landing fields, 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 in the anticipated area. I am familiar with the local flight rules and regulations and with Army Air Forces Regulations. I am familiar with the airplane to be flown and have read the operating instructions handbook on same, and have in my possession the necessary landing code. If an instrument clearance is necessary, I hold a rating as a qualified instrument pilot. I have ascertained that the airplane is equipped for instrument flying and has sufficient fuel on board for the alternate specified, plus 45 minutes.

REMARKS: Weather - Instrument conditions will exist in San Joaquin Valley in dense fog lowering ground vsbty in Fld area south to less 1 mile at 0900 PWT, becoming 1 mile by 1000 PWT. C-1 mile vsbty will exist south of Salinas field.

LANDING CODE RECEIVED	INSTRUMENT FLIGHT RATING	COMMAND PILOT	SENIOR PILOT	PILOT	SIGNATURE OF PILOT
<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	WILLIAM BURKE Sp. Ops.

FLIGHT CLEARANCE AUTHORIZATION

FLIGHT PLAN SUBMITTED TO (CONTROL STATION)	TIME	CLEARANCE AUTHORITY (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS)
R L	0827	S/ WILLIAM BURKE, Capt. AC, 461st Sp Ops
TIME APPROVAL RECEIVED	SIGNATURE	
0927	BF	
TAKE OFF TIME REPORTED BY (CREWMAN)	TO (OPERATIONS)	CLEARANCE OFFICER-OPERATIONS OFFICER (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS)
0909	COA	1243000 Col. Guy Kirksey - BF
TAKE OFF TIME	MESSAGE SENT BY	TIME MESSAGE SENT
0909	Tower	0911

12

1243000

PILOT
 DARDEN

COPILOT
 SETTLE

NAVIGATOR
 SCHLOSSER

ENGINEER
 NYSWONGER

JE
 MAYO

RO
 HARULIC

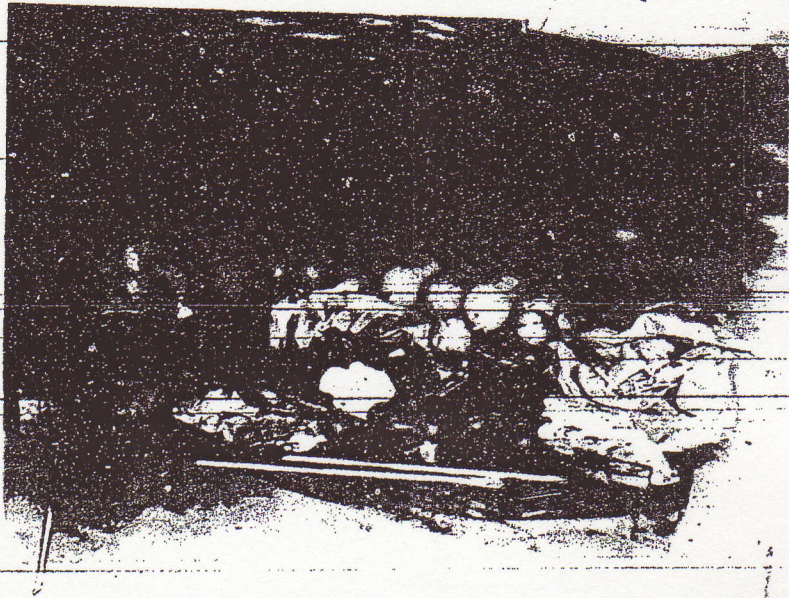
TG
 SPANGLE

G
 VANDE FLASCH

"TRUE EXTRACT COPY"

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

10



1243000

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HEADQUARTERS ARMY AIR BASE

Office of the Commanding Officer
Hammer Field - Fresno, California.

In reply refer to:
000.93

(CP)
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 1942 and 4th AF Memo 55-2, dated 10 May 1943, is a report of Aircraft Accident Investigation Committee pertaining to B-24 H airplane serial number 42-7674 at Huntington Lake, California, 6 December 1943.

For the Commanding Officer:

Otto C. Vogel
OTTO C. VOGEL, SAJG
WOJG, USA
Asst. Adjutant

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

1243000

-14-

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

506

WSAL361-V ASVL175 NR4 P

FROM KIRKSEY COAAB HAMMERFIELD CALIF 070448Z

TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY CMA WINSTONSALEM NC
GR396

FAB AG239 PERIOD

IN COMPLIANCE WITH AAF MEMORANDUM SIXTY TWO DASH FOURTEEN THE FOLLOWING
INFORMATION IS SUBMITTED ON MISSING AIRCRAFT COLON B DASH 24H 42 DASH
7674 DEPARTED HAMMER FIELD CMA CALIF AT ZERO NINE ONE TWO
DECEMBER SIX CMA NINETEEN HUNDRED FORTY THREE PD THIS AIRCRAFT WAS
ON A SEARCH MISSION FROM THIS FIELD TO SHAVER LAKE AND TURNING
ON A TRUE COURSE OF ONE HUNDRED FIFTY FIVE DEGREES APPROXIMATELY FIFTEEN
MILES NORTHEAST OF SHAVER LAKE PD THIS COURSE WOULD TAKE THEM
TO APPROXIMATELY EVEN WITH MT WHITNEY TURNING A TRUE COURSE
OF ONE HUNDRED SEVENTY EIGHT DEGREES WHICH
WOULD BRING THEM OUT IN LINE RUNNING DUE WEST OF MAJAVE CMA CALIF
THEN TURNING ON A TRUE COURSE OF TWO HUNDRED SEVENTY DEGREES PROCEEDING
TO APPROXIMATELY FIFTEEN MILES WEST OF MARIPOSA CMA CALIF THEN TURN-
ING TO A TRUE COURSE OF THREE HUNDRED TWENTY SIX DEGREES UNTIL THEY
REACHED THE HIGHWAY BETWEEN LOS BANOS AND GILROY CALIF CMA AND
TURNING ON A TRUE COURSE OF TWO HUNDRED TWENTY DEGREES UNTIL THEY
REACHED SALINAS CMA CALIF RENDEZOUSING WITH OTHER PLANES IN THE

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44-12-6-5 (cont)

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

CONTINUED OF MSG NR15

PAGE TWO...

SEARCH TO PROCEED ON A TRUE COURSE OF SIXTY SIX DEGREES TO MADERA
CMA CALIF BOMBING RANGE AND THEN RETURNING TO HAMMER FIELD PD
LAST REPORT WAS AT ZERO NINE THREE SEVEN AT WHICH TIME HE CHECKED
IN THE NET PD THE PERSONNEL INVOLVED WERE COLON ⁰¹PILOT CAPT WILLIAM H
DARDEN ZERO DASH THREE EIGHT NINE TWO EIGHT EIGHT CMA CO DASH PILOT
SECOND ⁰⁴LT MARION C SETTLE ZERO DASH EIGHT ZERO SIX ONE FOUR NINE CMA
⁶⁵NAV SECOND LT SAMUEL J SCHLOSSER ZERO DASH SEVEN NINE SEVEN FOUR ZERO
NINE CMA ⁵ENG STAFF SERGEANT FRANKLIN C NYSWONGER ONE SIX ZERO ZERO
NINE THREE NINE SIX CMA RADIO OPERATOR SGT GEORGE J BARULIC
THREE TWO FIVE SIX FIVE THREE SIX NINE CMA ⁶²ASST ENG SGT DICK E MAYO ¹¹³
THREE FIVE FOUR FOUR EIGHT FIVE ONE SEVEN CMA ⁶⁴TAIL GUNNER SGT DONALD C
VANDE PLASCH THREE SIX TWO SEVEN NINE ZERO FOUR FOUR CMA TAIL GUNNER
SGT RICHARD L SPANGLE ONE NINE ZERO ONE THREE ZERO ZERO THREE PD SECOND
LT MARION C SETTLE AND SGT DICK E MAYO PARACHUTED TO SAFETY PD NO
INJURIES RECEIVED IN JUMP PD COMPLETED DETAILS NOT RECEIVED AS YET PD
SEARCH WAS MADE TODAY AND PLAN TO CONTINUE TOMORROW PD SIGNED
GLANTZBERG CO 461ST BOMB GP PAREN H PAREN END

0949Z CL K

NR15/ES.

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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 8 DECEMBER 43

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T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR12 PRIORITY
FROM KIRKSEY COAAB HAMMERFIELD CALIF 080612Z
TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTON SALEM NCAR
GR260 BT

FAB AG278 PERIOD CITE TWX FAB AG 239 DATED 6 DECEMBER 1943 PD
ROUTINE SEARCH MISSION FOR AIRCRAFT NO B-24H 42-7674 IS AS
FOLLOWS COLON FOLLOWING EQUIPMENT FOUND AT HUNTINGTON LAKE YESTERDAY CMA
SIX DECEMBER 1943 COLON THREE WALK AROUND OXYGEN CYLINDERS BADLY
DAMAGED CMA THREE OXYGEN CYLINDERS CMA ACCUMULATORS CMA RLY WOOD
WITH PARTS OF CRUISE CONTROL CHART CMA PARTS OF NOSE SECTION CMA
ENGINEERS JACKET FLOATING IN WATER IDENTIFIED BY HOLE PUNCHED IN IT CMA
NAVIGATORS LOG CMA PART OF RADIO OPERATORS LOG CMA BITS OF RADIO EQUIPMENT
CMA FIRST AID KITS CMA ENGINE TAG BELONGING TO NO FOUR ENGINE OF
AIRCRAFT PD MISSING AIRCRAFT IS BELIEVED TO BE IN THIS LAKE PD SEARCH
WAS MADE BY FOOT IN VICINITY OF HUNTINGTON LAKE AND AIRCRAFT SEARCH
WAS MADE COVERING STRIPS THREE MILES WIDE AND EIGHTY MILES LONG
IN CASE PERSONNEL BAILED OUT OF AIRCRAFT PD THREE WAS NO
OIL SLICK FOUND ON LAKE PD FOLLOWING PERSONNEL STILL MISSING
FROM THIS AIRCRAFT COLON CAPT WILLIAM H DARDEN ZERO DASH
THREE EIGHT NINE TWO EIGHT EIGHT CMA SECOND LT SAMUEL J SCHLOSSER ZERO
DASH SEVEN NINE SEVEN FOUR ZERO NINE CMA STAFF SGT FRANKLIN C NYSWON-
GER ONE SIX ZERO ZERO NINE THREE SIX SGT DICK E MAYO THREE FIVE

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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 MSG NR27

PAGE TWO...

OUR FOUR EIGHT FIVE ONE SEVEN CMA SGT DONALD C VANDE PLASCH
THREE SIX TWO SEVEN NINE ZERO FOUR FOUR SGT RICHARD L SPANGLE ONE
NINE ONE ZERO THREE ZERO ZERO THREE PD SEARCH WILL CONTINUE
TOMORROW WEDNESDAY 8 DECEMBER 43 PD SIGNED GLANTZBERG CO 461ST BOMB

GP /H/

SENT 0915Z HL K

NR27/ES.

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

FOR ACTION ALL

FOR INFO DEC MGMT

FOR FILE M&R

DATE 9 DEC 43

T.W.X.

TELEGRAM

FROM KIRKSEY COAAB HAMMERFIELD CALIF 072317Z
TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTON SALEM NC
GR 57
FAB GP260 PERIOD CITE TWX FAB AG 239 DATED 6 DEC 43 PD ACCIDENT
INVOLVING MISSING CREW ON B24 H 42-7674 READS LT MARION C SETELE
AND SGT DICK E MAYO PARACHUTED TO SAFETY PD SHOULD RAD LT
MARION C SETTLE AND SGT GEORGE J BARULIC PARACHUTED TO SAFETY
SIGNED GLANTZ BERG CO 461ST BB GP /H/ END

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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.

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T.W.X.

TELEGRAM

WSAL 361 V ASVL 175 NR 12 PRTY..
FROM KIRKSEY COAAB HAMMER FLD CALIF 090725Z..
TO CG US AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTONSALEM N CAR..
GR 73..

FAB AG320 PD CITE TWX FAB AG278 DATED DECEMBER SEVENTH OMA NINETEEN FORTY
THREE PD IT IS ASSUMED FROM DEBRIS FOUND IN LAKE THAT AIRCRAFT B-24H 42-
7674 WITH PERSONNEL ARE IN HUNTINGTON LAKE PD DEPTH OF WATER IS ESTIMATED
FROM FIFTY TO ONE HUNDRED AND FIFTY FEET DEEP PD THIS HQ REQUESTED THAT
BASE FURNISH MEN AND EQUIPMENT TO REMOVE BODIES FROM AIRCRAFT IN LAKE PD
SIGNED GLANTZBERG CO 461ST BOMB GP /H/

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

FOR ACTION A F U
FOR INFO OFC MGMT
FOR FILE M & R
DATE 11 DECEMBER 43

T.W.X.

TELEGRAM

WSAL361 V ASVL176 NR7 PRIORITY

FROM KIRKSEY COAAB HAMMERFIELD CALIF 102051Z
TO CG U S AAF ATTN DIRECTORATE OF FLYING SAFETY WINSTON SALEM NC

GR41

FAB GP 438 PERIOD CITE TWX FAB AG278 DATED DECEMBER SEVENTH CMA
~~NINETEEN FORTY THREE PD BASE NOW HAS JURISDICTION OVER THIS AIRCRAFT~~
AND WILL FURNISH MEN AND EQUIPMENT TO REMOVE BODIES FROM LAKE PERIOD
GLANTZBERG CO 461ST BB GP /H/

SENT 110705Z

NR25/ES.

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

FOR ACTION AIUV
FOR INFO DEC MGMT
FOR FILE M&B

DATE 12 DEC 43

T.W.X.

TELEGRAM

~~WSAL 361 Y ASVL 176 NR 3 PRTY~~

FROM KIRKSEY CO AAB HAMMERFIELD CALIF 111705Z

TO COMMANDING OFFICER HQS FLYING SAFETY CMD WINSTON-SALEM, N.C. GR 36

FAB OP474 PERIOD

SEARCH IS BEING CONTINUED FOR B DASH 24 NO 42 DASH 7676 BELIEVED
SUBMERGED IN HUNTINGTON LAKE PD WRECKAGE HAS NOT BEEN LOCATED EXCEPT
FOR SMALL ITEMS ALREADY FOUND FLOATING ON SURFACE PD

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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 13 DECEMBER 43

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T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR2 P

FROM KIRKSEY COAAB HAMMERFLD CALIF 121822Z

TO COMMANDING OFFICER HDQ FLYING SAFETY CMD WINSTONSALEM NCAR

GR22

FAB OP515 PERIOD

SEARCH IS STILL BEING CONDUCTED FOR B DASH 24 NO 42 DASH 7674 NO

ADDITIONAL INFORMATION AT THIS TIME

0245Z H0 K

NR9/ES.

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

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

DATE 14 DECEMBER 43

T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR5 PRTY
FROM KIRKSEY COAAB HAMMERFIELD CALIF DEC 140356Z
TO CG HDQ FLYING SAFETY COMMAND WINSTON SALEM NORTH CAROLINA
GR101

FAB OP570 PERIOD NAVY PERSONNEL AND EQUIPMENT ASSISTED DEC 11TH AND 12TH.
IN ATTEMPT TO LOCATE WRECKAGE OF B DASH 24 ND 42 DASH 7674 COMMA BY
MEANS OF RADAR EQUIPMENT COMMA RESULTS WERE NEGATIVE COMMA HOWEVER A
SMALL AREA OF THE LAKE IS BEING SEARCHED INTENSIVELY AS A RESULT OF
THE INDICATIONS PD GROUND SEARCHING PARTY CONTINUED EXPLORATION OF THE
AREA BELIEVED TO BE IN THE FLIGHT PATH OF THE AIRPLANE BEFORE IT

CRASHED PD RESULTS HAVE NOT BEEN REPORTED FOR TODAYS SEARCH PD SPECIAL
REPORT WILL BE SUBMITTED IN THE EVENT OF ANY FINDINGS AT A LATER HOUR

PD

0707Z JX K

NR21/ES.

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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 15 DECEMBER 43

T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR4 PRTY
FRESNO
FROM KIRKSEY COAAB, HAMMERFLD/CALIF 140513Z
TO CO HDQ FLYING SAFETY COMMAND WINSTON SALEM NCAR
GR37

FAB OP 626 PERIOD SEARCH CONTINUING FOR WRECKAGE OF B DASH 25 NO
RQ DASH 7674 COMMA NO RECENT DEVELOPMENTS COMMA SPECIAL REPORT
WILL BE SUBMITTED IN THE EVENT OF ANY FINDINGS AT A LATER HOUR PD
0712Z JX K

NR19/ES.

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1292110-43

44-12-6-5
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HEADQUARTERS ARMY AIR FORCES

FOR ACTION A J U

OFFICE OF FLYING SAFETY

FOR INFO DEC MGMT

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M & R

DATE 16 DEC 43

T.W.X.

TELEGRAM

WSAL361 V ASVL 175 NR2 PRTY

FROM KIRKSEY COAAB HAMMERFIELD CALIF 160754Z

TO COMMANDING OFFICER HQD FLYING SAFETY WINSTONSALEM NORTH CAROLINA

GR 34

FAB 0P700 PERIOD

SEARCH FOR WERCKAGE OF B DASH 24 RW DASH 7674 STILL BEING CONTINUED

PD SEARCH FOR WRECKAGE IN HUNTING LAKE AND SURROUNDING AREA BEING

CARRIED ON WITH NEGATIVE RESULTS PD END

#21/161107Z/WWF/

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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 17 DECEMBER 43

T.W.X.

TELEGRAM

WSAL361 V ASVL176 NR2 PRTY

FROM KIRKSEY COAAB HAMMERFIELD CALIF 170300Z

TO CO HQ FLYING SAFETY COMMAND WINSTON SALEM NORTH CAROLINA

GR 56

FAB OP757 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 42 DASH 7674

BEING CONTINUED IN HUNTINGTON LAKE AND SURROUNDING AREA WITH

NEGATIVE RESULTS PERIOD ADDITIONAL EQUIPMENT IS BEING USED AND SOUNDING

IN THE LAKE HAS BEEN NARROWED DOWN TO A SMALL AREA WHICH IT IS BELIEVED

MAY PRODUCE RESULTS WITHIN ONE OR TWO DAYS PERIOD

SENT 0521Z MT

NR20/ES.

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12922 (10-43)

44-12-6-5
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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 18 DEC 43

X

T.W.X.

TELEGRAM

WSAL361 V ASVL175 NRS PRTY
FROM KIRKSEY COAAB HAMMERFIELD CALIF 180316Z
TO CD HQ FLYING SAFETY CMD WINSTONSALEM NCAR
GR 24
FAB OP807 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 42 DASH 7674
BEING CONTINUED IN HUNTINGTON LAKE AND SURROUNDING AREA WITH
NEGATIVE RESULTS

NR21/E.S.

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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 19 DECEMBER 43

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T.W.X.

TELEGRAM

WSAL361 V ASVL176 NR5 PRTY
FROM KIRKSEY CO AAB HAMMERFIELD CALIF 182323Z
TO CO HQ FLYING SAFETY COMMAND WINSTONSALEM N C

GR24

FAB OP965 PERIOD

SEARCH FOR WRECKAGE OF B DASH 24 42 DASH 7674 BEING CONTINUED IN
HUNTINGTON LAKE AND SURROUNDING AREA WITH NEGATIVE RESULTS

0703Z CL K

NR16/ES.

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

FOR ACTION: AIU
FOR INFO: OM
FOR FILE: M&R

DATE 20 DEC 43

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T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR3 PRTY
FROM KIRKSEY COAAB HAMMER FIELD CALIF 192102Z
TO COMMANDING OFFICER HQ FLYING SAFETY COMMAND WINSTON-SALEM NC
GR26

FAB OR 1001 PERIOD
SEARCH FOR WRECKAGE OF B DASH 24 42 DASH 7674 BEING CONTINUED IN
HUNTINGTON LAKE AND SURROUNDING AREA WITH NEGATIVE RESULTS PD

SENT AT 0605Z

#12/JH

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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 21 DEC 43

T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR3 PRIORITY
FROM KIRKSEY COAAB HAMMER FIELD FRESNO CALIF 201809Z
TO COMMANDING OFFICER, HQ FLYING SAFETY COMMAND,
WINSTON-SALEM, NORTH CAROLINA

GR 26

FAB 0P1030 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 NO 42 DASH 7674
BEING CONTINUED IN HUNTINGTON LAKE AND SURROUNDING AREA WITH NEGATIVE
RESULTS PD

#23/210351Z/WWIF/

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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 23 DEC 43

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T.W.X.

TELEGRAM

WSAL361 V ASVL176 NR 5 "p"
FROM KIRKSEY COAAB HAMMERFIELD CALIF 230257Z
TO CO FLYING SAFETY COMD WINSTON-SALEM, N CAR

GR 26

FAB OP1242 PERIOD
SEARCH FOR WRECKAGE OF B DASH 24 NO 42 DASH 7674 BEING CONTINUED IN
HUNTINGTON LAKE AND SURROUNDING AREA WITH NEGATIVE RESULTS PD

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#21/230539Z/WWF/

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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 25 DECEMBER 43

T.W.X.

TELEGRAM

WSAL361 V ASVL176 NR9,P

FROM KIRKSEY COAAB HAMMERFLD BRESNO CALIF 250038Z
TO CO HQ FLYING SAFETY COMMAND WINSTON SALEM NORTH CAROLINA
GR 51

B-24 43-7674
FAB OP 1348 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 DASH 43 DASH
7674 BEING CONTINUED IN HUNTINGTON LAKE AND SURROUNDING AREA
AREAS OF HUNTINGTON LAKE BELIEVED TO BE IN FLIGHT PATH
INTENSIVELY DRAGGED WITHOUT RESULTS PD EFFORST\$ ARE NOW
DIRECTED TOWARDS ELIMATING ALL OTHER AREAS WHICH STILL
REMAIN UNSEARCHED PD

RELAYED 0637Z GR

NR20/ES.

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44-12-6-5

1292:10-43

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 26 DECEMBER 43

T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR1 P
FROM KIRKSEY CO AAB HAMMER FLD CALIF 252023
TO COMMANDING OFFICER HQ FLYING SAFETY COMMAND WINSTON SALEM N CAR
GR 25
FAB OP1373 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 NO 42
DASH 7674 BEING CONTINUED IN THE HUNTINGTON LAKE AREA WITH NEGATIVE
RESULTS PD

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NR1/ES.

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44-12-6-5

1292:10-43

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 27 DECEMBER 43

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T.W.X.

TELEGRAM

WSAL361 V ASVL175 NR3 P
FROM KIRKSEY COAAB HAMMERFIELD CALIF 260353Z
TO COMMANDING OFFICER HQ FLYING SAFETY COMMAND WINSTONSALEM NCAR
GR25

FAB OP1421 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 NUMBER 42 DASH
7674 BEING CONTINUED IN HUNTINGTON LAKE AND AREA WITH NEGATIVE RESULTS

0611Z HO K

NR9/ES.

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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 29 DECEMBER 43

T.W.X.

TELEGRAM

ADM NET

WSAL361 V ASVL175 NRS PRTY

FROM KIRKSEY COAAB HAMMERFIELD FRESNO CALIF 290245Z

TO CO, HQ FLYING SAFETY COMMAND WINSTONSALEM NC

GR89

FAB OP1530 PERIOD SEARCH FOR WRECKAGE OF B DASH TWENTY FOUR AIRPLANE

COMMA SERIAL NUMBER 42 DASH 7674 CONTINUED IN HUNTINGTON LAKE PD

LATE THIS AFTERNOON IT WAS BELIEVED THAT SOME METALLIC OBJECT HAD BEEN

LOCATED BY MEANS OF ELECTRIC CURRENT THROUGH CONTACT RODS USED IN

DRAGGING THE LAKE BOTTOM PD SEARCH IS CONDUCTED AT NIGHT WITH AID OF

SUBMERGED LIGHT PD DIVING OPERATIONS WILL BE UTILIZED TO FURTHER

INVESTIGATE THE NATURE OF ANY OBJECT LOCATED BY DRAGGING METHODS

PD DIVER AND EQUIPMENT IS PRESENT AT THE LAKE PD

0527Z CL

NR19/ES.

William H. Barker
James

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11-1-43

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INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES FOR ACTION AIU.

OFFICE OF FLYING SAFETY FOR INFO OFC NGMT.

WINSTON-SALEM, NORTH CAROLINA FOR FILE M&R.

DATE 30 DEC. 1943.

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T.W.X.

TELEGRAM

ADM NET

WSAL 361 V ASVL176 NR 5 P..

FROM KIRKSEY COAAB HAMMERFIELD FRESNO CALIF 300449Z..

TO COMMANDING OFFICER HDQ FLYING SAFETY COMMAND WINSTON SALEM,
NORTH CAROLINA..

GR 26..

FAB OP1593 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 NO 42- DASH 7674
BEING CONTINUED IN HUNTINGTON LAKE AND SURROUNDING AREA WITH NEGATIVE
RESULTS PD..

SENT 0711Z. MT..

44-10-6-5

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PS..

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION AIU

OFFICE OF FLYING SAFETY

FOR INFO OFC MGMT.

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M&R.

DATE 31 DEC. 1943.

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T.W.X.

TELEGRAM

ADM NET

WSAL 361 V ASVL 175 NR 8 P..

FROM KIRKSEY COAAB HAMMERFLD CALIF 302049Z..

TO CO HQ FLYING SAFETY COMMAND WINSTONSALEM NC..

GR 23..

FAB OP1645 PERIOD SEARCH FOR RECKAGE OF B DASH 24 AIRPLANE SERIAL NUMBER
42 DASH 7674 CONTINUED IN HUNTINGTON LAKE WITH NEGATIVE RESULTS..

0624Z CL B..

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HEADQUARTERS ARMY AIR FORCES

FOR ACTION A I U

OFFICE OF FLYING SAFETY

FOR INFO O M

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M & R

DATE 1 JAN 1944

T.W.X.

TELEGRAM

ADM NET

W SAL 361 V ASVL 175 NR 3 PRY
FROM KIRKSEY COAAB HAMMERFIELD CALIF 010332Z
TO CO HQ FLYING SAFETY COMMAND WINSTON SALEM N C
GR NO CK PRY

FAB OP1705 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 NUMBER 24
DASH 7674 BEING CONTINUED IN HUNTINGTON LAKE AND AREA WITH NEGATIVE
RESULTS PD

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Down the

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INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION AIR

OFFICE OF FLYING SAFETY

FOR INFO/EC MGMT.

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M&B

DATE 5 JAN. 1944.

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T.W.X.

TELEGRAM

ADM NET

WSAL 361-V ASVL 176 NR 7 P..

FROM KIRKSEY COAAB HAMMERFIELD CALIF 042143Z..

TO COMMANDING OFFICER HQ FLYING SAFETY COMMAND..

WINSTON SALEM NORTH CAROLINA..

GR 54..

Darden, Thom. N.

FAB OP227 PERIOD..

SEARCH FOR WRECKAGE OF B DASH 24 AIRPLANE SERIAL NUMBER 42 DASH 7674 HAS BEEN HAMPERED BY SEVERE WEATHER /APPROXIMATELY 43 INCHES OF SNOW AND CONSIDERABLE QUANTITIES OF ICE ON THE LAKE/ NO PROGRESS TODAY EXTREME DIFFICULTIES ENCOUNTERED MAINTAINING SUPPLY ROAD TO HUNTINGTON LAKE CAMP DUE TO WEATHER CONDITIONS MENTIONED ABOVE..

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RELAYED 0615Z..

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INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION A I O

OFFICE OF FLYING SAFETY

FOR INFO OFC MGMT

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M & R

DATE 6 000 JAN 1944

T.W.X.

TELEGRAM

ADM NET

ABR NR 29

FROM KIRKSEY COAAB HAMMERFIELD CALIF JAN 070420Z

TO CO HQ FEYING SAFETY COMD WINSTONSALEM NCAR

GR MC

FAB OP313 PERIOD SEARCH FOR WRECKAGE OF B DASH 24 NUMBER 42 DASH
7674 IN HUNTINGTON LAKE AND AREA HS BEEN SUSPENDED TEMPORARILY
AND WILL BE RESUMED AS SOON AS WEATHER CONDITIONS AND
AVAILABILITY OF EQUIPMENT WILL PERMIT PD

0612Z

NR24/ES.

*Pilot
Darker, William H.*

41-13-1-5

1243000

41

1632112-33

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION ALL

OFFICE OF FLYING SAFETY

FOR INFO OEC NGMT

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M&B

DATE 7 JAN. 1944.

XX

T.W.X.

TELEGRAM

ADM NET

WSAL 361 V ASVL 175 NR 6 P.

FROM KIRKSEY COAAB HAMMERFIELD FRESNO CALIF 070110Z.

TO COMMANDING OFFICER HQ FLYING SAFETY COMMAND WINSTON SALEM
NORTH CAROLINA..

GR 38..

FAB P0365 PERIOD.

SEARCH FOR WRECKAGE OF B DASH 24 NUMBER 42 DASH 7674 HAS BEEN SUSPENDED
PD PRESENT CAMP SIGHT ABANDONED PD OPERATIONS WILL BE RESUMED WITHIN
A FEW DAYS DEPENDING UPON ROAD AND WEATHER CONDITIONS PD..

0844Z HO.

Carlin, William H.

44-1061-113

1243000

#23.

PS..

40-

FORM 12-43

Barber, William H.

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES FOR ACTION A I U

OFFICE OF FLYING SAFETY FOR INFO O S

WINSTON-SALEM, NORTH CAROLINA FOR FILE _____

DATE 15 MAY 1944

X

T.W.X.

TELEGRAM

ADM NET

WS V OV NR 6 P

FROM KIRKSEY COAAB HAMMERFIELD CALIF 150543Z

TO CHIEF FLYING SAFETY AAF WINSTONSALEM NCAR

GR 179

FABOP 989 PERIOD SEARCH IS BEING CONTINUED IN HUNTINGTON LAKE FOR BODIES OF CREW MEMBERS OF B DASH 24 H NUMBER 42 DASH 7674 LOST 5 DECEMBER 1943 PD ONE TWO AND ONE HALF TON AMPHIBIOUS TRUCK HAS BEEN UTILIZED FOR DRAGGING SINCE 4 MAY WITH EXCELLENT RESULTS PD DIFFICULTIES ENCOUNTERED WERE LARGE AREA OF LAKE WHICH MUST BE EXPLOITED AT LOW FORWARD SPEED CMA PRESENCE OF MANY SUBMERGED UPRIGHT STUMPS OF TREES CAUSING FOULING CMA FREQUENT DISCOVERY OF CABLES CMA IRON AND VARIOUS METALIC OBJECTS REQUIRING IDENTIFICATION PD ONE ADDITIONAL AMPHIBIAN COULD BE UTILIZED TO ADVANTAGE CMA HOWEVER IN INTEREST OF ECONOMY OF WAR MATERIALS NO REQUEST HAS AS YET BEEN SUBMITTED PD VARIOUS BOATS HAVE BEEN AND ARE BEING TRIED OUT PD ADDITIONAL SPECIALIZED EQUIPMENT IS BEING FABRICATED AT THIS STATION INCLUDING ONE COMPLETE BOAT CMA SPECIAL DRAGGING EQUIPMENT AND A DETECTOR FOR DISTINGUISHING BETWEEN ALUMINUM AND FERROUS METALS PD AMPHIBIOUS EQUIPMENT HAS PROVEN MORE SATISFACTORY FOR THE PURPOSE THAN ANY OTHER FLOATING EQUIPMENT PD CONTINUED USE WILL DEPEND ON AVAILABILITY AS DETERMINED BY HIGHER HEADQUARTERS.PD

attach

2592/SRC/1017

12-6-5

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