

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.

ACTION	DATE	TYPE, MODEL AND SERIAL NO. AIRCRAFT INVOLVED	ACIDENT NO. (Radio)
PRELIMINARY REPORT RECEIVED	12-15		
FORM 14 RECEIVED	12-18		
EVALUATED BY	12-30		
VERIFIED BY			
CHECKED BY (TYPE)	12-28		
CODED BY		NO. AIRCRAFT INVOLVED	

**Section A - GENERAL INFORMATION**

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. **Wis. - Pepin - Pepin - 1 mi. W. X 63-091**

Nearest Army Airfield, Distance and Direction from Same. **Trux Field, Wisconsin 170 mi**

2. WAS COLLISION WITH OTHER AIRCRAFT?  Yes  No

AF Nos. of AIRCRAFT INVOLVED (File separate Form 14 for each aircraft)

DATE: **15 Dec 44** HOUR AND TIME ZONE: **1350 GMT** DAY/NIGHT:  DAY  NIGHT

**Section B - AIRCRAFT**

1. AIRCRAFT NO. **44-49908**

2. TYPE MODEL SERIES **B 24 L D O**

3. HOME STATION **Fairfax Field, Kansas City, Kansas 7-74**

4. AIR FORCE OR COMMAND. **ATC ATC Ferrying Division**

5. DATE OF MANUFACTURE **4 Nov 44** TOTAL HOURS **7:20** DATE LAST OVERHAUL **New** OVERHAULING DEPOT OR SUB-DEPOT **New** HOURS SINCE OVERHAUL **Now**

**Section C - OPERATOR (Person at controls at time of accident)**

1. LAST NAME **Mitchell** FIRST NAME **Dan** MIDDLE INITIAL **D** GRADE **Capt.** BRANCH **AC** ASN **0-391595** SEX **M** AGE **25**

2. ATTACHED STATION **Fairfax Field, Kansas** AF OR COMMAND **ATC ATC Ferrying Div.** WING **33d Ferrying Gr** SQUADRON **33d Ferrying Gr**

3. ASSIGNED STATION **Fairfax Field, Kansas** AF OR COMMAND **ATC ATC Ferrying Div.** WING **33d Ferrying Gr** SQUADRON **33d Ferrying Gr**

4. AERONAUTICAL RATING?  Yes  No PRESENT RATING **Pilot** DATE RECEIVED **16 Mar 42** NORMAL DUTY STATUS **Pilot**

**Section D - OPERATOR'S FLYING EXPERIENCE (Including civilian)**

FLYING TIME	1st PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES
1. TOTAL HOURS	766:00	260:05	Primary - Ontario, Calif., Aug-Sep 1941. Basic - Ontario, Calif., Nov 41-Jan 42. Advanced - Stockton, Calif., Jan-Mar 42.
2. HOURS THIS TYPE	18:00	11:00	
3. HOURS THIS MODEL	18:00	11:00	
4. HOURS LAST 90 DAYS	32:00	40:40	
5. HOURS LAST 90 DAYS	18:00	17:50	
6. HOURS LAST 24 HOURS	0:25	1:00	
7. ACTUAL COMBAT HOURS	200:50	136:25	

11. INSTRUMENT RATING

TYPE	DATE	12. TOTAL INSTRUMENT	13. INSTRUMENT	14. INSTRUMENT	15. NIGHT LAST 90 DAYS	16. NIGHT LAST 24 HOURS
White	1-23-44	24:55	4:30	0:00	0:00	0:00
		5:25	2:05	1:05	2:50	0:20

**Section E - PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)**

DUTY AT TIME OF ACCIDENT	NAME (Last Name First)	TYPE OF AERO. RATING (Symbol)	SERIAL No.	GRADE AND BRANCH OF SERVICE	PERM. CLASS. (AAF Reg. 14-1)	ORG. ASSIGNMENT - GROUP NUMBER AND TYPE STATION	PARACHUTES	
							Used	Successful
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
P	Mitchell, Dan D.	P	0-391595	Capt. AC	01	FDATC, 33d FG	Fatal	4 x
CP	Bensley, Buddy B.	SP	1-184160	F/O AC	17	FDATC, 33d FG	Fatal	4 x
E	Damski, Edward A.		12034676	Sgt. AC	38	FDATC, 33d FG	Fatal	4 x
						590		
						Supd		

**Section F—DAMAGE**

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT 4  
TOTAL WRECK.

2. TO ENGINE	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
3. TO PROPELLER	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)  
Aircraft crashed in Lake Pepin, Wisconsin, which is a portion of Mississippi River. Accident located in non-navigable area of river.

**Section G—POWER PLANT FAILURE**

(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)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF  
HOURS                      MINUTES

	(1)	(2)	(3)	(4)
2. ENGINE MODEL				
3. ENGINE NO.				
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL				
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL				
6. TOTAL ENGINE-HOURS				
7. PROPELLER MODEL				
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

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

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

11. OCTANE RATING OF FUEL      ENGINEERING OFFICER (Name, Grade, and Station)

**Section H—AIRFRAME, LANDING GEAR, OR OTHER MATÉRIEL**

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

1. DESCRIBE THE MATÉRIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

ENGINEERING OFFICER (Name, Grade, and Station) →

**Section I—SPECIAL EQUIPMENT**

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

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

No indications regarding use of parachute.  
**REASON OF MAJOR ACCIDENT**

NAVY AIR FORCE

SEARCHED	
INDEXED	
SERIALIZED	
FILED	

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT  
4  
Total wreck.

2. TO ENGINE 1 4 4 4 4

3. TO PROPELLER 1 4 4 4 4

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)  
Aircraft crashed in Lake Pepin, Wisconsin, which is a portion of Mississippi River. Accident located in non-navigable area of river.

SECTION G—POWER PLANT FAILURE

(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)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF  
HOURS MINUTES

Table with 4 columns: (1) ENGINE MODEL, (2) ENGINE NO., (3) ENGINE-HOURS SINCE LAST MAJOR OVERHAUL, (4) DEPOT OR SUB-DEPOT PERFORMING OVERHAUL. Includes rows for 2. ENGINE MODEL, 3. ENGINE NO., 4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL, 5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL, 6. TOTAL ENGINE-HOURS, 7. PROPELLER MODEL, 8. PROPELLER-HOURS SINCE MAJOR OVERHAUL.

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

SECTION D—OBSERVERS' TRAINING EXPERIENCE (APPLICABLE CLASS)

10. STATEMENT OF ENGINEERING OFFICERS, MECHANICS, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

11. OCTANE RATING OF FUEL  
ENGINEERING OFFICER (Name, Grade, and Station)

SECTION H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL

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

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

2. ENGINEERING OFFICER (Name, Grade, and Station)

SECTION I—SPECIAL EQUIPMENT

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

1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS  
No indications regarding use of parachute.

BEFORE OF THIS ACCIDENT

WVA-VIS-10K-2

FORM 7 OCT 47  
GPO WASHINGTON 25  
16-50000-1

Section J—AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or its facilities or airway facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

E.O. 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?

See Incl #3

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

Yes, instrument conditions prevailed at time and place of accident.

WEATHER OFFICER  
(Name, Grade, and Station)

For Robert A. Becking, 2d Lt  
WILLIAM A. STIEBENTHALER, Captain, Air Corps, Travis Field, Mo.

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

None

2. WHAT WAS THE MISSION?

Ferrying Aircraft

3. DID FIRE OCCUR UPON CRASHING?  
See Incl #2  Yes  No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

Yes, aircraft had been cleared to fly at 7000 feet from St. Paul, Minnesota to 25 miles southeast of LaCrosse, Wisconsin, by Minneapolis Flight Control, and no radio contact had been made to any station, requesting change of altitude, up to the time of crash, when he was observed circling at an altitude less than 1000 feet.

590

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

None.

- 2 -

6. KIND OF CLEARANCE (Attach Form 22)

IFR

FROM

St. Paul, Minn.

TO

Mitchel Field, N.Y.

OR LOCAL

STATION OF LAST DEPARTURE

St. Paul, Minn.

7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE

None

No. \_\_\_\_\_ DATE \_\_\_\_\_

EXPLAIN FULLY AND ATTACH COPY

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 62-147?

Yes  No

9. ARE PHOTOS ATTACHED?

Yes  No

Section M—DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN

subject aircraft departed St. Paul, Minnesota at 1339 CWT, 15 December 1944, cleared IFR at 7000 feet, for Mitchel Field, New York, in an aircraft in which the crew was inexperienced.

Investigation reveals that the pilot had only approximately eighteen (18) hours First Pilot time, and six (6) hours Qualified Dual time, which included only two (2) hours and thirty (30) minutes Actual Instrument time, prior to this flight.

It is known, through the time element involved, that the pilot failed to comply with Minneapolis Flight Control instructions. He had been notified by the St. Paul Control Tower, prior to take-off, that the Minneapolis Flight Control had cleared him: to 25 miles southeast of LaCrosse, Wisconsin; for a northwest take-off; right turn; to climb on a northeast heading on the northeast leg of the Minneapolis Radio Range; to 5000 feet and upon reaching same, to return on the northeast leg of the Minneapolis Radio Range, and cross over the range station at an altitude of 6000 feet or above, before proceeding on course at 7000 feet. This would have taken approximately 18 minutes, and the duration of flight from the Minneapolis Radio Range station to the point of accident, a distance of 60 miles, would have taken an additional 20 minutes while in a direct line of flight. The first report of the accident was received by Frontenac Radio via telephone at 1408CWT (See Incl. #9). Allowing 4 minutes for transmission of this message, crash definitely occurred within 25 minutes after time of take-off (1339CWT). To have complied with instructions as set forth by Minneapolis Flight Control, flight should have been a minimum duration of 38 minutes.

3c  
07  
09

2. RECOMMENDATIONS It is recommended that: a. All pilots receive a minimum of 25 hours qualified dual time before being checked out as first pilot on any four engine aircraft. b. Transition officers be rechecked periodically for qualification, judgment, and ability to safely and efficiently administer their duties with which they are charged. c. It be included in standard procedure after take-off, that all pilots on instrument flight plans, report back to either control tower or radio station when reaching assigned altitudes.

3. ACTION TAKEN

None.

530

- 2 -

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.		STATION: TRUAX FIELD, MADISON 7, WISCONSIN	
NAME—MEMBER THERON C. CLARK	NAME—MEMBER <i>[Signature]</i>	NAME—INTELLIGENCE OFFICER ROYAL H. RAY	<i>[Signature]</i>
GRADE LT. COL.	ORGANIZATION 3508th AAF B. U.	GRADE MAJOR	ORGANIZATION 3508th AAF B. U.
NAME—MEMBER <i>[Signature]</i>	NAME—MEDICAL OFFICER EHRHARD B. COHEN	NAME—MEMBER <i>[Signature]</i>	NAME—MEMBER <i>[Signature]</i>
GRADE MAJOR	ORGANIZATION 3508th AAF B. U.	GRADE 1st Lt.	ORGANIZATION 3508th AAF B. U.

RESTRICTED

Aircraft Accident Report, B-24L, AAF No. 44-49908

Section L - Part 3.

No base fire equipment used. Fire apparatus from Lake City, Minnesota reported to scene of crash, but was unable to get closer than one mile to the crash scene.

Aircraft burst into flames upon crashing and sank below surface. Fuel and oil fire lasted approximately one-half hour duration.

- 8 590

encl # 1

RESTRICTED

RESTRICTED

S T A T E M E N T

16 December 1944

I saw the plane crash into the lake and immediately it burst into flames. The plane sank out of sight, but the flames and smoke lasted for about a half an hour.

It was snowing slightly, and the wind was blowing hard at the time the ship crashed. I saw only ice and water splash up around it.

The ship was clearly visible when it passed over this hotel building, and was at an altitude of about 200 feet above the building. It crashed a few seconds later about three fourths of a mile away from me, into the lake.

Peter Nelson  
Pepin, Wisconsin

A TRUE COPY:

*Maynard A. Bauer*

MAYNARD A. BAUER,  
Major, Air Corps,  
Station Accident Officer.

500

*encl # 6*

RESTRICTED

RESTRICTED

STATEMENT

16 December 1944

I heard and saw the plane when it first passed over town. It was headed in a southeasterly direction and was about 800 feet over my head. It must have banked left over the south side of town, because a few moments later I heard it again and the noise was coming from the east side of town and was getting louder. Then I saw it again and it was headed out over the lake in a southwesterly direction. The plane seemed to be climbing and when it was about one-half mile off shore, it began banking to the right, and the bank and turn kept increasing and the side just kept spiralling down and crashed through the ice. It made a terrific crash and immediately after it hit, there was another explosion and smoke and flames erupted from the spot.

D. M. Potter,  
Pepin, Wisconsin.

A TRUE COPY:

*Maynard A. Bauer*  
MAYNARD A. BAUER,  
Major, Air Corps,  
Station Accident Officer.

- 5 -

590

encl #5

RESTRICTED



RESTRICTED

STATEMENT

16 December 1944.

Around 2 o'clock, while I was working with the highway maintenance crew, I heard the roar of a plane and looked in the direction the noise was coming from. We couldn't see any plane, the visibility being reduced to about a quarter of a mile by a heavy snow squall, and then suddenly we heard a crash and simultaneously saw flames and smoke rising from a point about a mile or a mile and a half off shore, out toward the center of the lake. I immediately went with Mr. Brow, a fellow workman, to the Maple Springs Tavern, and he telephoned the Lake City Fire Department.

Anton Falk,  
719 Garden St.,  
Lake City, Minn.

A TRUE COPY:

*Maynard A. Bauer*

MAYNARD A. BAUER,  
Major, Air Corps,  
Station Accident Officer.

- 6 -

590

*Serial # 4*

RESTRICTED

RESTRICTED

Aircraft Accident Report, B-24L, AAF No. 44-49908

Extract from Daily Communications Log, Frontenac Airway Communication Station,  
dated 15 December 1944:

1408 Local telephone operator advised had been informed of aircraft crash  
near Maple Springs. Exploded and apparently went through ice.

A TRUE EXTRACT COPY:

*Wayward A. Bauer*  
WAYWARD A. BAUER,  
Major, Air Corps,  
Station Accident Officer.

590

*Incl # 9*

RESTRICTED

RESTRICTED  
TRUAX FIELD, MADISON, WIS.

SC 6 151330E  
TZP C SPL E12007S- 058/35/26-21+/967/E500  
MP C SPL W1200SW- 051/33/28-32+/964/E400  
FE B1500S- 35/27-17-/E350  
RR C SPL E2500 064/34/26-20+/967/E500  
LE E1500S- 041/34/28-18/961  
LK SPL E2000 34/26-12/E800 0V0  
MA E600/0 037/35/28-23/960/E400

SC 6 151430E  
TZP C SPL E12004S- 068/28/22-23/969/+200/ 40899 5007 27  
MP C E1205SW-BS- 068/29/24-21+/969/ 40999 5007 29  
FE B1000SW- 35/25-20+/E300/ 10499 5007  
RR C E2500 061/34/27-21+/966/E00/ 00299 5709 28  
LE B1500SW- 044/35/29-20/962/ 00099 5007 21  
LK E300 35/27-13/ 602 5007  
MA E650400 034/35/30-19/959/ 903 5307 17

SC 6 151530E  
TZP C E5001207 078/28/19-23+/972/0V0  
MP C SPL E15-0/07 071/28/18-32+/971  
FE E1004SW- 27/21-28+  
RR C SPL E2500S- 061/33/27-18-/966/0V0  
LE SPL E150 037/36/28-21/960  
MA B210 034/35/30-17/959

SC 6 151630E  
TZP C SPL E1008 091/26/16-23+/976  
MP C E12-0/0SW- 085/25/20-24+/974  
FE SPL E120/0SW- 27/16-27+  
RR C W10003SQ 078/27/23-22+/971/VSBY VRBL 2-8 GUSTS TO 40MPH  
LE SPL B2601/2SW 041/34/29-18/961/VSBY VRBL 1-5  
LK SPL B180 35/27-15  
MA SPL B220 034/35/30-15/959/BINOVG

A TRUE EXTRACT COPY:

*W.A. Siebenthal*  
WILLIAM A SIEBENTHALER,  
CAPTAIN, AIR CORPS,  
STATION WEATHER OFFICER.

- 8 -

500

*Incl #3*

RESTRICTED

ARMY AIR FORCES  
**AIRCRAFT CLEARANCE**  
 RESTRICTED

OPERATIONS OFFICE  
**A** **MM-ST PAUL MODIFICATION CENTER**  
 ADDRESS **ST. PAUL, MINNESOTA**

DATE  
**15 Dec 1944**

PILOT'S NAME <b>B MITCHELL, D. D.</b>	RANK <b>Capt</b>	HOME STATION <b>KC</b>	ORGANIZATION <b>33 F.G.</b>	AIRCRAFT NUMBER <b>44-49908</b>
NAME INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS <b>BRASLEY, B. B. F/O CP</b> <b>Denski, E. Sgt. E</b>			A TRUE COPY: <i>Maynard A. Bauer</i> <b>MAYNARD A. BAUER</b> <b>Major, Air Corps</b> <b>Station Accident Officer</b>	

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

**C WEATHER DATA**

EXISTING LOCAL **Given to pilot**

EXISTING ROUTE **II**

DESTINATION (LATEST) **II**

ALTERNATE (LATEST)

FORECASTS (ESTIMATED FLIGHT TIME PLUS 2 HOURS)  
 Base upper layer TWP 35 hnd tops over 10000 lwr brkn to ove 10-15 hnd, Minn and MW Wisc. being high setrd to brkn AcWisc and High setrd to clear. Wbrom Ill. VFB1 60-70 hnd ove to high ove ind with lwr setrd to brkn 35-40 hnd in Ohio. Fr High setrd 35 hnd and on the coast. Can't see Minn and Wisc. Vcby generally 6 or better rept in onw 2-4 miles and in smk lee of cities 3-5 miles. Icing in the clouds. Tblnc mod. in Minn and Wisc and light to mod. rest of way. Patches of Ac 40-50 hnd Eastern Ohio and Western Pa with tops 70-75 hnd.  
 D/M 35 hnd setrd 5K-

ALTIMETER SETTINGS  
 LOCAL **29.67**  
 DESTINATION **30.16**  
 ALTERNATE

RESET ALTIMETER BEFORE APPROACH

WINDS ALOFT GIVE ALT, DIR, VEL. AS PILOT REQUESTS **Given to pilot**

AAF FORM 23A REQUIRED  NOT REQUIRED  FORECASTER **H. Miller s/s H. Miller** TIME **12550**

**D FLIGHT PLAN** (PILOT COMPLETES) RADIO CALLS **9908** TYPE OF AIRCRAFT **B-24L** PILOT (LAST NAME ONLY) **Mitchell** POINT OF DEPARTURE **TZP**

1 <input type="checkbox"/> CFR <input checked="" type="checkbox"/> IFR ALT <b>5000</b> ROUTE <b>G2 &amp; R14</b> TO <b>JO</b>	2 <input type="checkbox"/> CFR <input type="checkbox"/> IFR ALT <b>5000</b> ROUTE <b>G3</b> TO <b>NK</b>	3 <input type="checkbox"/> CFR <input type="checkbox"/> IFR ALT <b>5000</b> ROUTE <b>Direct</b> TO <b>DMM</b>	4 <input type="checkbox"/> CFR <input type="checkbox"/> IFR ALT ROUTE
--	---	--	---

AIRPORT OF FIRST INTENDED LANDING **Mitchell** TRUE AIR SPEED **180** TRANSMITTING FREQUENCIES **4405** RECEIVER OF THIS RADIO

PROPOSED TAKE OFF TIME **1330** EST. TIME ENROUTE **6 hrs** ALTERNATE AIRPORT **Pittsburg 278** HOURS OF FUEL **10 hrs** INSTRUMENT RATING **W** FLIGHT PRIORITY **3-2**

REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT

PILOT'S SIGNATURE **D. D. Mitchell** **530**

TOWER FREQUENCIES DESTINATION **219** ALTERNATE **278** WEATHER CODE RECEIVED  YES  NO  MILEAGE DEST. TO ALTERNATE **1100** **650** COMMAND PILOT  SENIOR PILOT  CONTRACT PILOT OF CARGO AIRCRAFT  PILOT

**E FLIGHT CLEARANCE AUTHORIZATION**

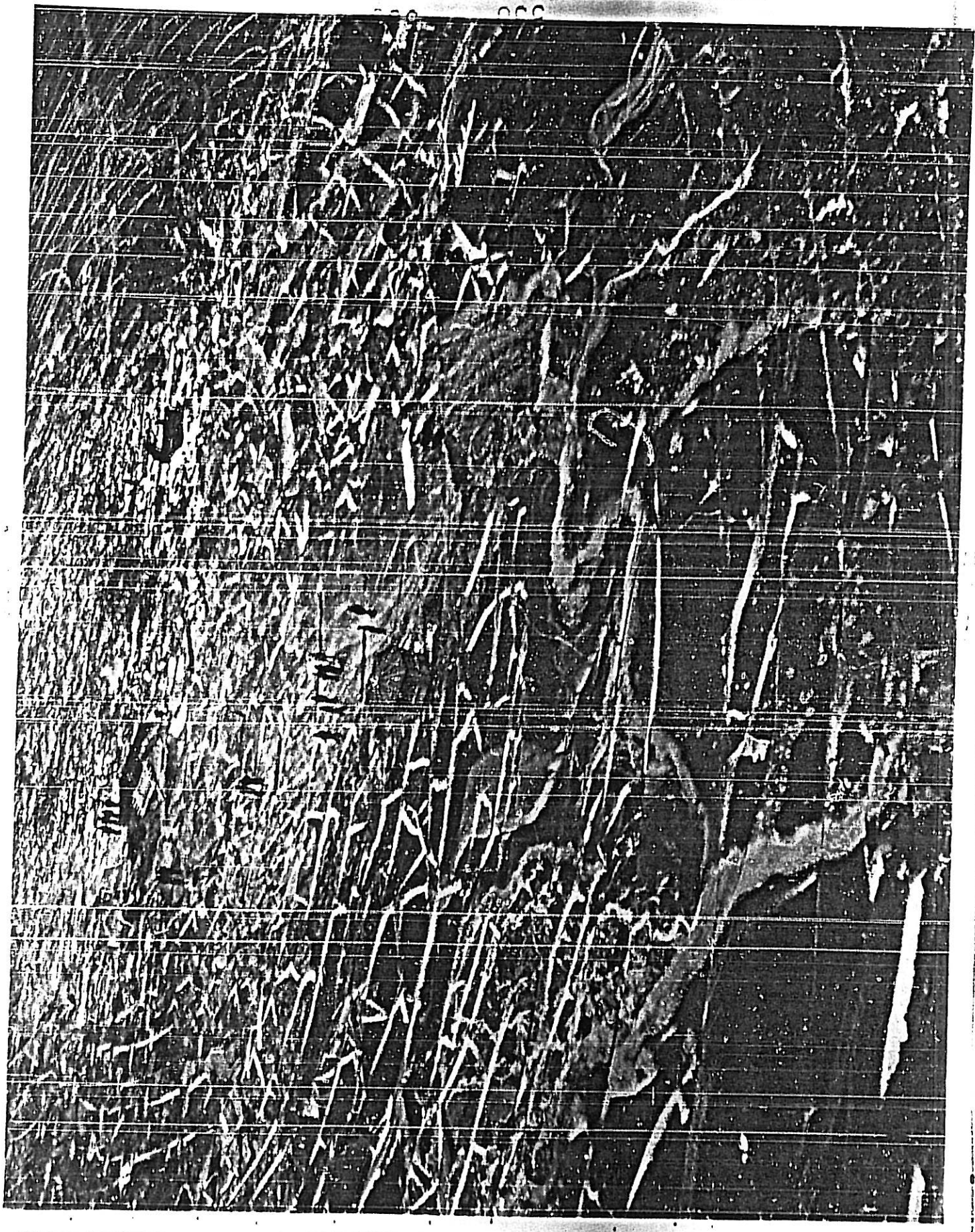
SUBMITTED TO **CAA** TIME **1302** BY **JES** OPERATIONS IDENTIFICATION NO.

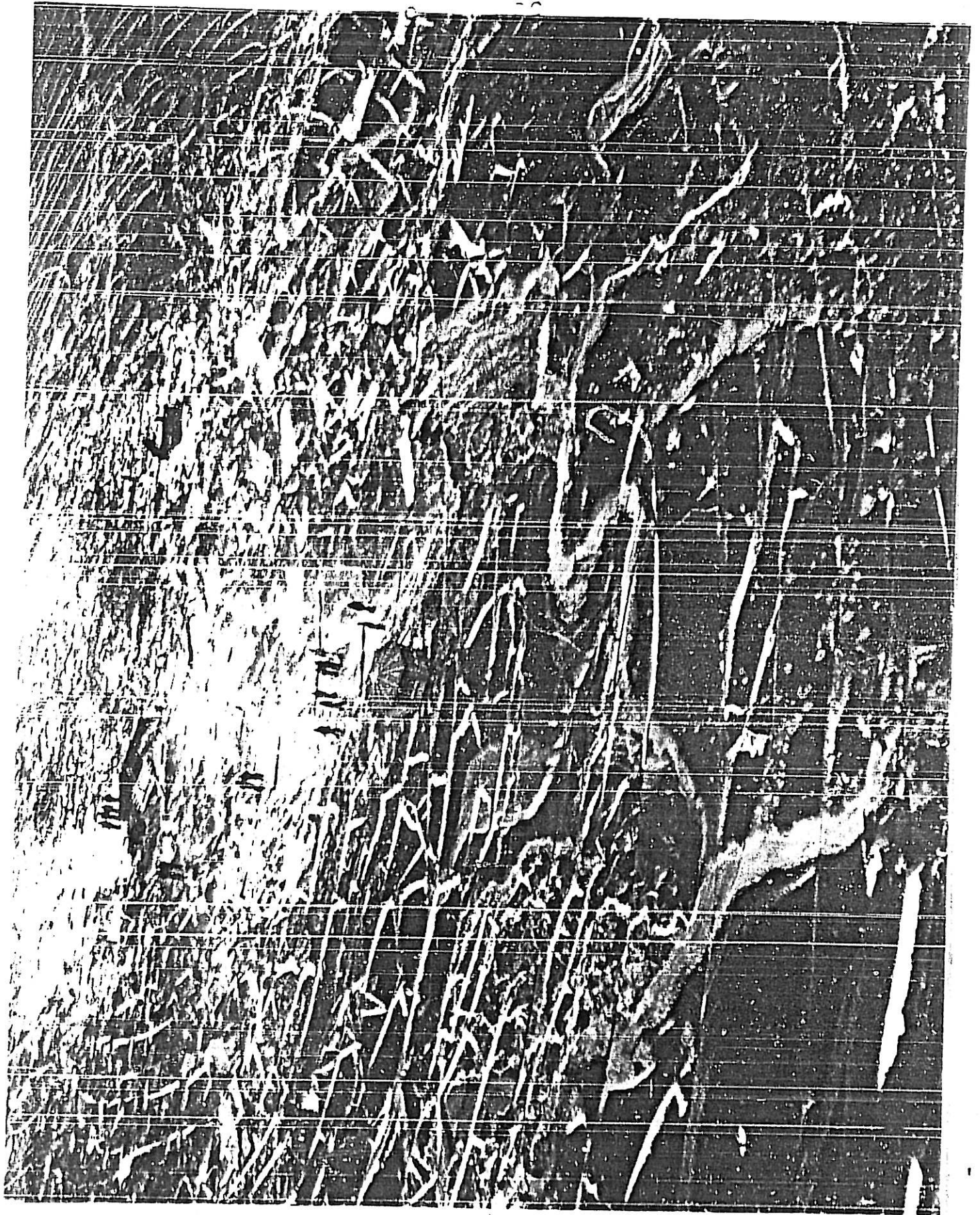
TIME APPROVAL RECEIVED CONTROL INSTRUCTIONS RECEIVED

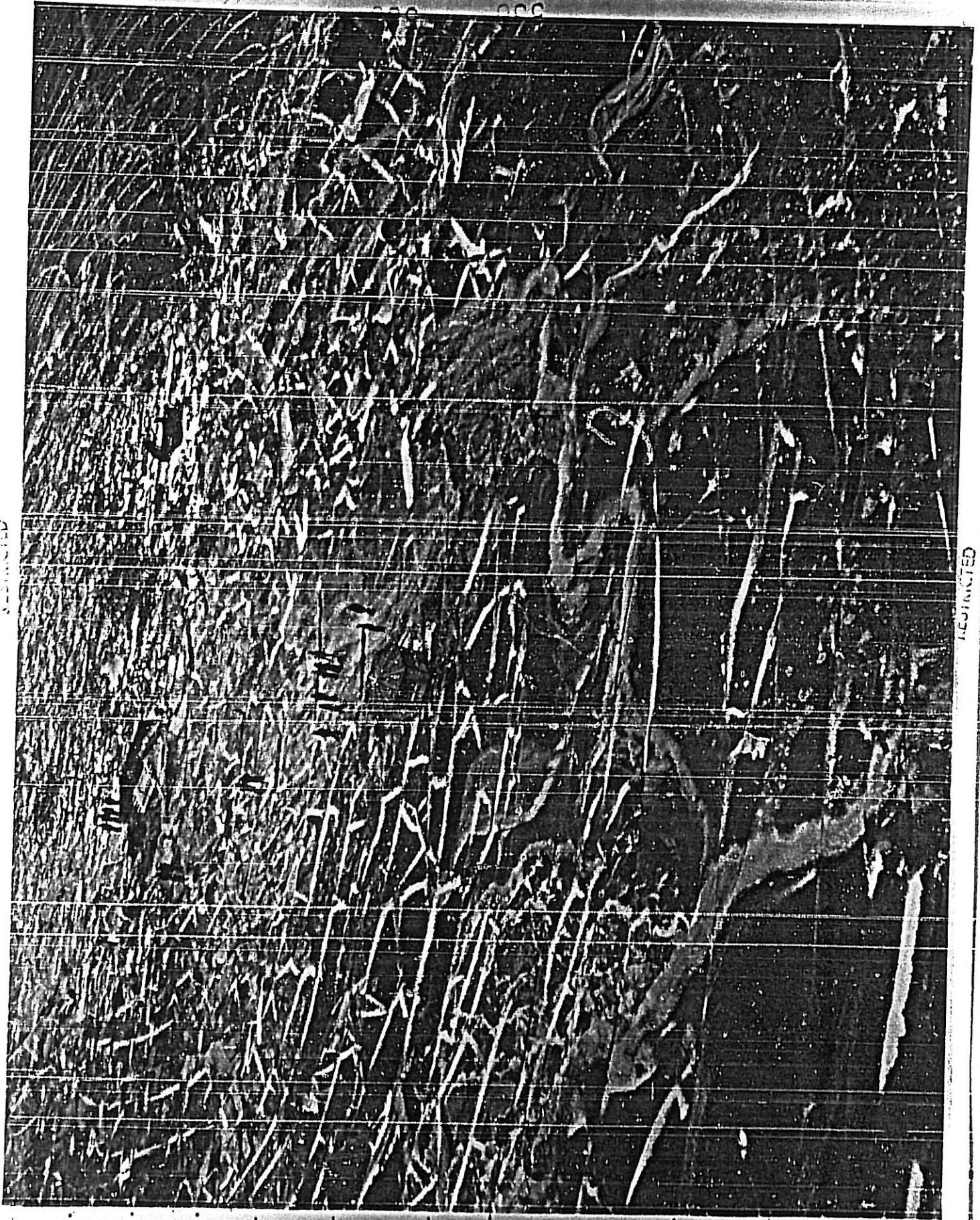
CLEARING AUTHORITY **R. G. KUNZE, Captain, Air Corps, Opns Off**

INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT OR TOWER BY **incl # 2** ACTUAL TAKE-OFF TIME **1339** **/s/ John E. Sloopor** CLEARANCE OFFICER Lt. AC

CCC







RESTRICTED

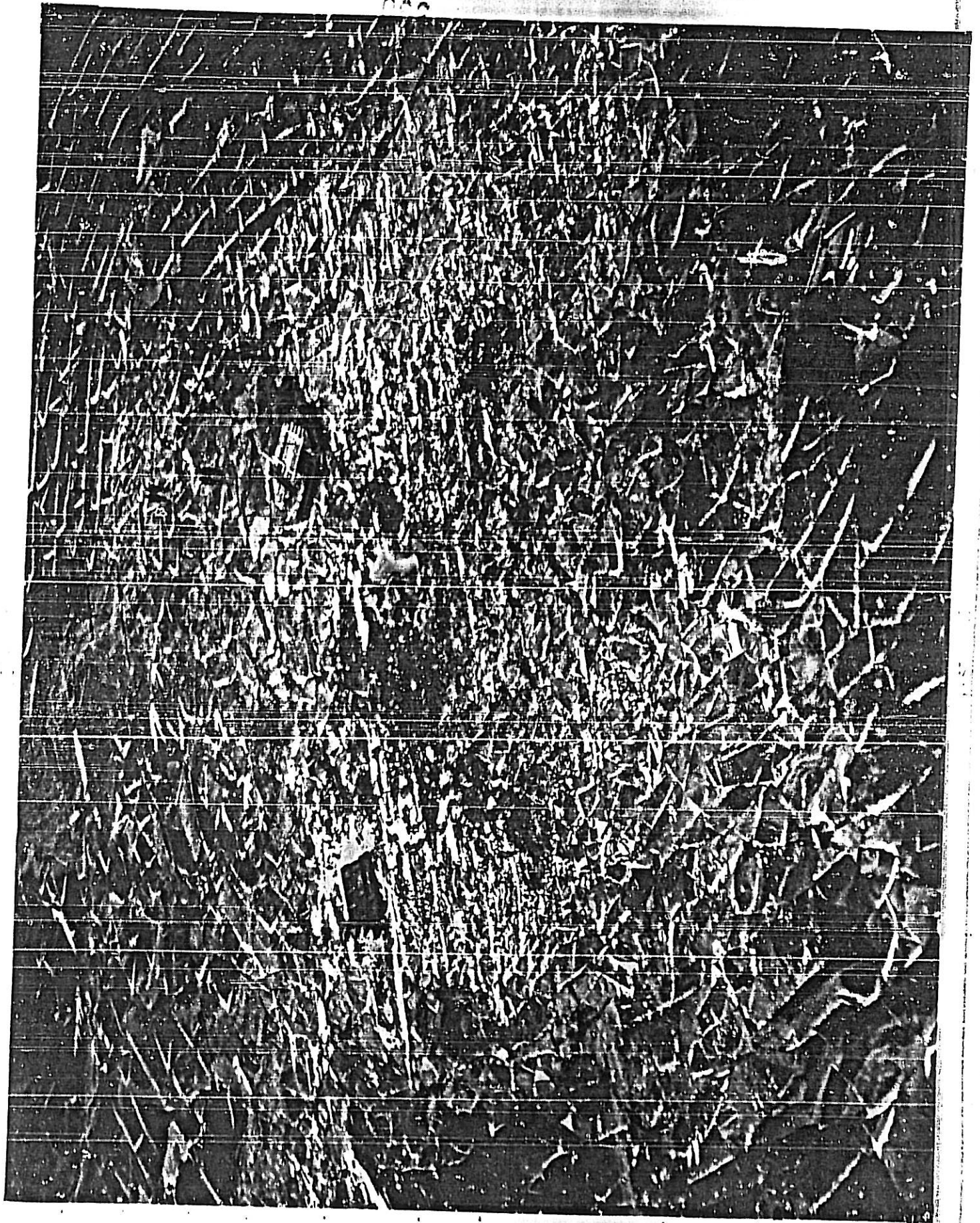
RESTRICTED

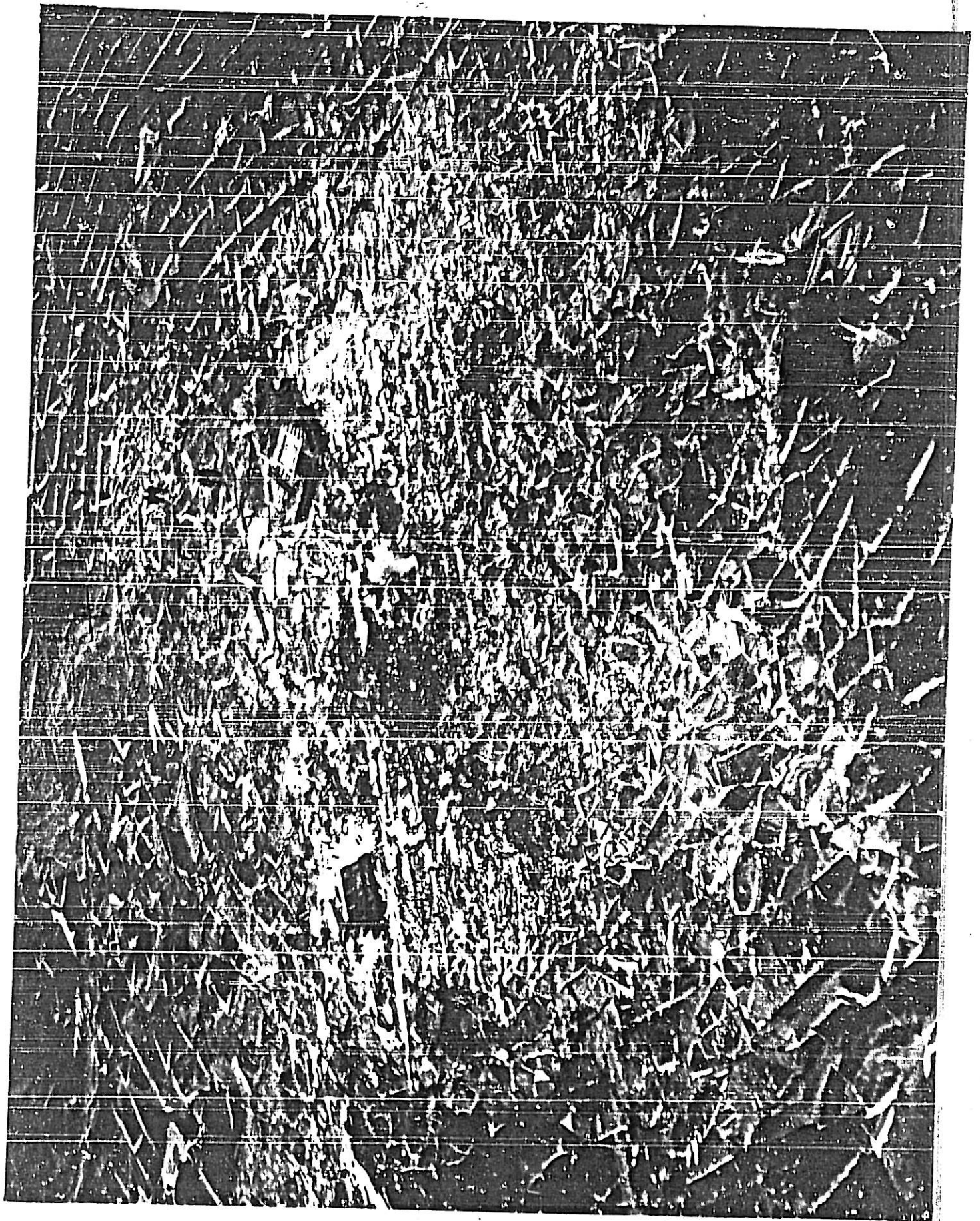


Photos of Lake Tejin where B24L  
44-49908 crashed 15 Dec 44.

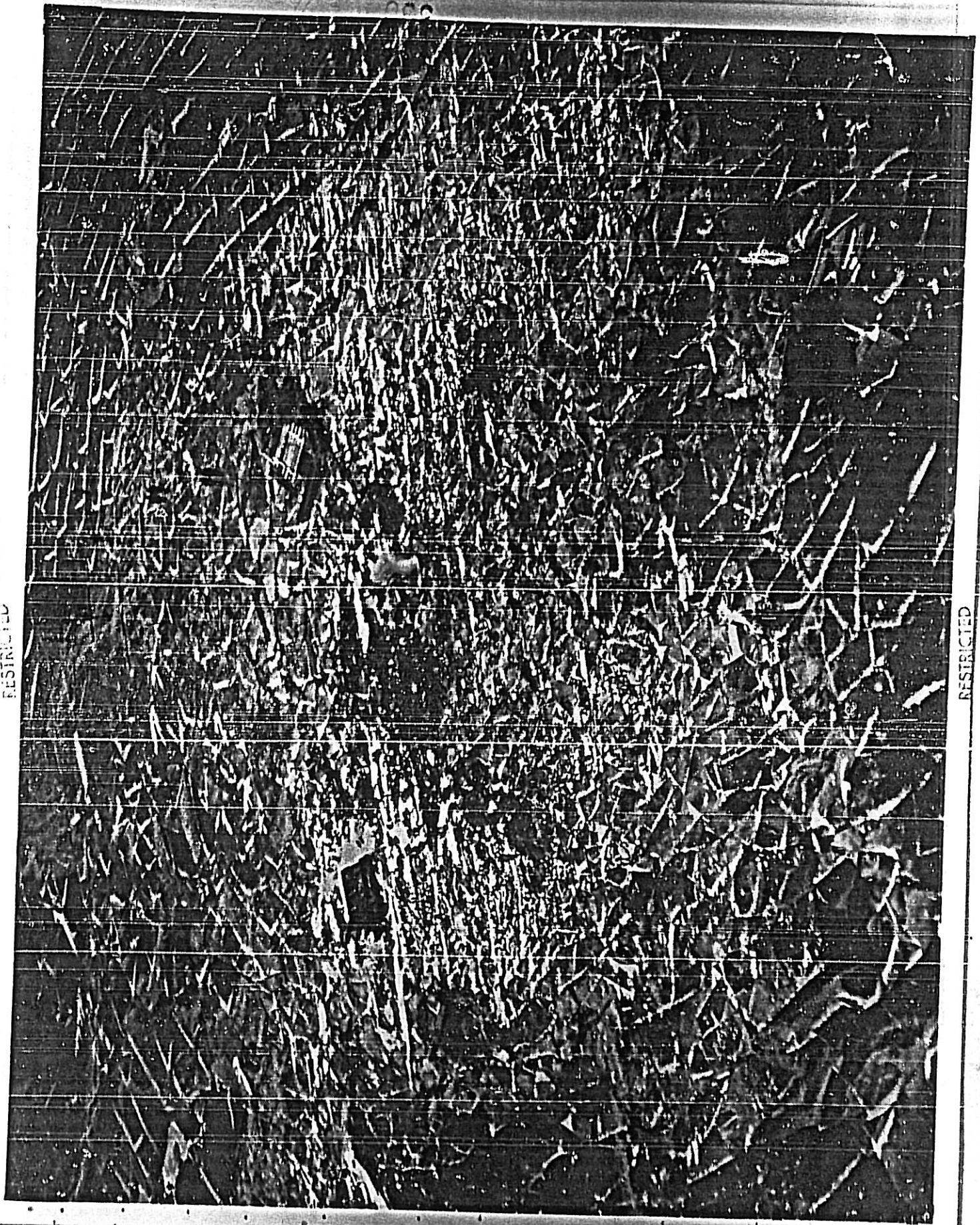
encl #7







RESTRICTED



RESTRICTED



Photo of Lake Texier where  
B24L 44-44901 crashed  
15 Dec 44.

RESTRICTED

C-2/M.../bjc

HEADQUARTERS  
Truax Field, Madison 7, Wisconsin

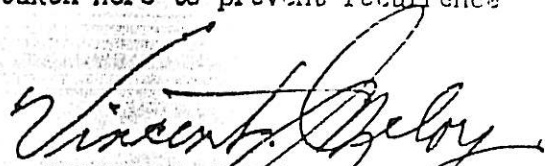
21, December 1944.

SUBJECT: Aircraft Accident Report (B-24).

TO : Commanding General, Army Air Forces, Winston-Salem 1, North  
Carolina. Attention: Chief, Flying Safety.

1. The undersigned has personally examined the attached report and concurs in the reasons stated as to the cause of the accident, concurs with the findings regarding violation of orders, and concurs in recommendations.

2. Inasmuch as neither the airplane nor the personnel concerned was assigned this station, no action may be taken here to prevent recurrence of similar accidents.



VINCENT J. MELOY,  
Brigadier General, U. S. Army,  
Commanding.

49908

9 Inclosures:

- Incl #1-AAF Form 14.
- Incl #2-Aircraft Clearance (AAF Form #23).
- Incl #3-Weather Sequences.
- Incl #4-Anton Falk's Statement.
- Incl #5-L. M. Potter's Statement.
- Incl #6-Peter Nelson's Statement.
- Incl #7-Photographs.
- Incl #8-Additional Information, Section I, Form 14.
- Incl #9-Extract from Log, Frontenac Radio.

cc: Commanding Officer, 33d Ferrying Group, FDATC,  
Fairfax Field, Kansas City, Kansas.

- 12 -

590

-1-  
RESTRICTED

RECEIVED

1944 DEC 28 03 47

HQ., A.A.F.  
FLT. CONTROL COMD.

2958

AA(E)  
PrI  
Intel  
File

A11

AWS V UABR NR95 / .8MISROUTE/

QTR UABR V UCGX NR14 WD R

Z -T- W SAL 361

FROM /MNG6/ MELOY CG TRUAXFIELD WIS \$DEC 280200Z

TO CG ARMY AIR FORCES WINSTON SALEM 1 NC

ATTN CHIEF FLYING SAFETY

GR NC

HQ-12-544 THE FOLLOWING ITEMS ON FORM 14 INVOLVING B-24L SERIAL NO  
44-49908 ACCIDENT 15 DECEMBER 44 PILOT DAN D MITCHELL CAPTAIN

AC ARE CORRECTED AS FOLLOWS SECTION E ITEM /8/ SHOULD READ  
"MISSING" FOR ALL PERSONNEL SECTION E ITEMS /9/ /10/ /11/ AND  
/12/ SHOULD READ "UNKNOWN" FOR ALL PERSONNEL END

12-15-34  
17  
130

- 13 -

530

12-15-34

A22

F

AA136 CA162 UABR V UCGX NR16 WD R

-T- W SAL 361

FROM MELOY CG TRUAX FIELD WIS DEC 280200Z

TO CG ARMY AIR FORCES WINSTON SALEM NC

ATTN CHIEF OFFICE FLYING SAFETY

GR NC

2969

AA  
PTI  
Intell  
File

RECEIVED

HQ. A.A.F.  
FLT. CONTROL COMD.

1944 DEC 23 03 22

HQ-12-543 INVESTIGATION OF AIRCRAFT ACCIDENT AT LAKE PEPIN WISCONSIN INVOLVING BAKER DASH TWO FOUR LOVE AAF NUMBER FOUR FOUR DASH FOUR NINE NINE ZERO EIGHT COMPLETED TWO ONE DEC FOUR FOUR BY AIRCRAFT ACCIDENT INVESTIGATING BOARD THIS STATION IT IS THE OPINION OF THIS BOARD THAT THE PILOT CAPTAIN DAN D MITCHELL FAILED TO COMPLY WITH INSTRUCTIONS SET FORTH BY THE MINNEAPOLIS FLIGHT CONTROL AND WHILE ATTEMPTING TO MAINTAIN CONTACT FLIGHT AT A VERY LOW ALTITUDE FLEW INTO CRITICAL INSTRUMENT CONDITIONS AT WHICH THE PILOT WAS INEXPERIENCED IN THIS TYPE AIRPLANE SHIP SUBSEQUENTLY STALLED OUT AND SPUN IN EXPLODING AND BURSTING INTO FLAMES UPON CRASHING INTO THE FROZEN LAKE SEARCH FOR ~~TEXT~~ INVOLVED PERSONNEL REVEALED NOTHING AND WAS ABANDONED AS OF TWO ONE DECEMBER FOUR FOUR AND PERSONNEL CARRIED ON "MISSING" STATUS

END

14

500

RECEIVED

1004 DEC 29 03 47

PLT. CONTROL COMD.

2958

AA  
E  
I  
J  
K

ALL

AMS V UADR NR95 / .EMISROUTE/

QTR UADR V UCGX NR14 WD R

Z -T- W SAL 361

FROM /HNSG/ MELOY CG TRUXFIELD WIS SDEC 280260Z

TO CG ARMY AIR FORCES WINSTON SALEM 1 NC

ATTN CHIEF FLYING SAFETY

GR NC

NO-12-344 THE FOLLOWING ITEMS ON FORM 14 INVOLVING B-24L SERIAL NO. 44-49988 ACCIDENT 15 DECEMBER 45 PILOT DAN D MITCHELL CAPTAIN AC ARE CORRECTED AS FOLLOWS SECTION E ITEM /8/ SHOULD READ "MISSING" FOR ALL PERSONNEL SECTION E ITEMS /9/ /10/ /11/ AND /12/ SHOULD READ "UNKNOWN" FOR ALL PERSONNEL END

12-15-34

-12-500

12-15-34

CG/12



A22

2969

F

AA136 CA162 UABR V UCCX NR16 WD R

RECEIVED

-T- W SAL 361

INDEXED 21 00 22

FROM MELOY CG TRUAK FIELD WIS DEC 280200Z

NO 2 AF  
FLY CONTROL COND.

TO CG ARMY AIR FORCES WINSTON SALEM NC

ATTN CHIEF OFFICE FLYING SAFETY

CR NC

HQ-12-543 INVESTIGATION OF AIRCRAFT ACCIDENT AT LAKE PEPIN WISCONSIN INVOLVING BAKER DASH TWO FOUR LOVE AAF NUMBER FOUR FOUR DASH FOUR NINE NINE ZERO EIGHT COMPLETED TWO ONE DEC FOUR FOUR BY AIRCRAFT ACCIDENT INVESTIGATING BOARD THIS STATION IT IS THE OPINION OF THIS BOARD THAT THE PILOT CAPTAIN DAN D MITCHELL FAILED TO COMPLY WITH INSTRUCTIONS SET FORTH BY THE MINNEAPOLIS FLIGHT CONTROL AND WHILE ATTEMPTING TO MAINTAIN CONTACT FLIGHT AT A VERY LOW ALTITUDE FLEW INTO CRITICAL INSTRUMENT CONDITIONS AT WHICH THE PILOT WAS INEXPERIENCED IN THIS TYPE AIRPLANE SHIP SUBSEQUENTLY STALLED OUT AND SPUN IN EXPLODING AND BURSTING INTO FLAMES UPON CRASHING INTO THE FROZEN LAKE SEARCH FOR TIXXX INVOLVED PERSONNEL REVEALED NOTHING AND WAS ABANDONED AS OF TWO ONE DECEMBER FOUR FOUR AND PERSONNEL CARRIED ON "MISSING" STATUS

END

16

530

AA  
P-2  
Article

RECEIVED

1944 DEC 22 03 07

2468

HQ. A. A. F.  
FLT. CONTROL COMD.

A17

CA131 UABR V UCGX NR21 WD R

T- W SAL 361

FROM SMN 66 MELOY CG TRUAXFIELD WIS DEC 220000Z

TO CG ARMY AIR FORCES WINSTON SALEM NC

ATTN CHIEF OFFICE FLYING SAFETY

GR NC

HQ-12-429

SEARCH FOR BODIES OF CREW OF BAKER DASH TWO FOUR LOVE  
 SERIAL NUMBER FOUR FOUR DASH FOUR NINE NINE ZERO EIGHT WHICH CRASHED  
 INTO LAKE PEPIN MINNESOTA ONE THREE FIVE ZERO CWT ONE FIVE DECEMBER  
 FOUR FOUR HAS BEEN ABANDONED PERIOD DIVER EXAMINING WRECKAGE WAS  
 HAMPERED IN HIS SEARCH BY ICE ON THE LAKE CMA VERY SOFT CMA MUDDY  
 LAKE BOTTOM CMA AND DARKNESS PERIOD BAKER DASH TWO FOUR LOVE SERIAL  
 NUMBER FOUR FOUR DASH FOUR NINE NINE ZERO EIGHT APPARENTLY DISINTEGRATED  
 UPON HITTING THE WATER AND EXPLODING PERIOD THIS FURTHER HAMPERED THE  
 DIVERS SEARCH BY CAUSIN CHANY JAGGED SHARP PIECES OF WRECKAGE TO BE  
 STREWN ALON GHE LAKE BOTTOM PRESENTIN A CONSTANT HAZARD TO THE

12-15-44  
17

DIVERS RUBBER SUIT AND AIR LINES PERIODS NOT BELIEVED BODIES CAN BE  
RECOVERED BY DIVER CMA AND ICE IS NOT OF SUFFICIENT THICKNESS TO  
PERMIT OPERATION OF A CRANE AND DRAG NET END

45-12-15-34

I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES FOR ACTION \_\_\_\_\_

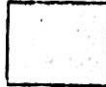
OFFICE OF FLYING SAFETY FOR INFO \_\_\_\_\_

WINSTON-SALEM, NORTH CAROLINA FOR FILE \_\_\_\_\_

DATE DEC 19 \_\_\_\_\_



T.W.X.



TELEGRAM



ADM NET

AAF NW ST PAUL MODIF CENTER ARMY OPERATIONS 19 DEC 1944

TO COMMANDING GENERAL HQ AAF WINSTON SALEM N CAR

STP-44D-265K REUR TELEGRAM AFAFS 866-1 PD INVESTIGATION OF ACCIDENT

INVOLVING B24 AIRCRAFT SERIAL NUMBER 44-49908 PILOT MITCHELL TAKEN OVER

BY TRUAX AAB MADISON WISCONSIN PD REPORTED USE OF PARACHUTES BY CREW

COULD NOT BE SUBSTANTIATED PD DIVING ARRANGEMENTS BEING COMPLETED

TO INVESTIGATE SUBMERGED AIRCRAFT

- 18 -

530

376680-440FS

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES FOR ACTION AA

OFFICE OF FLYING SAFETY FOR INFO INTELL

WINSTON-SALEM, NORTH CAROLINA FOR FILE \_\_\_\_\_

DATE DEC 15 1944

T.W.X.

TELEGRAM

ADM NET

FR STP 49 AAF RESIDENT REPRESENTATIVE NORTHWEST-STPAUL MODIFICATION CENTER ST PAUL MINNESOTA 15 DEC 1944 2130Z

TO COMMANDING GENERAL AAF WINSTON SALEM NC ATTN CHIEF OFFICE OF FLYING STP-44D-222.....PRELIMINARY AIRCRAFT ACCIDENT REPORT--

A 15 DEC 1944 1350 CWT PEPIN, WISCONSIN

B B-24L SERIAL NUMBER 44-49908, 33RD FERRYING GROUP, ATC, KANSAS CITY, KANSAS

C MITCHELL, DAN D., CAPT., A.C. 0391595. 569TH AAF BASE UNIT 33RD FERRYING GROUP ATC KANSASCITY KANSAS. PARACHUTE USED. INJURY UNKNOWN

D SAME

E BEASLEY, BUDDY B. FLIGHT OFFICER T-184180 CO-PILOT 33RD FERRYING GROUP, KANSAS CITY, KANSAS. PARACHUTE USED. INJURY UNKNOWN

F UNKNOWN. REPORT OF AIRCRAFT FIRE AND ENTIRE CREW PARACHUTING TO SAFETY NOT VERIFIED AT PRESENT. AIRCRAFT LANDED IN LAKE PEPIN AND REPORTED SUNK.

G UNKNOWN

H NONE

I CLEARANCE FROM ST. PAUL TO MITCHELL FIELD

J FERRYING

K INSTRUMENT

L NONE

M C.G. AAF NOTIFIED

HORNERAAFRR

AS/1771/221BZ

376630-440FS

45-12-15-34

- 19 -

520

REGULATED AREA FOR RECORDS  
 OFFICE OF FLYING SAFETY  
 WASHINGTON-DALTON, I, N. C.

DATE 30 Dec. 44

THIS CIRCULATION SLIP WILL REMAIN WITH AND BECOME A PART OF THE PERMANENT RECORD  
 INFORMAL REPLY MAY BE MADE UNDER REMARKS, ALSO ON REVERSE SIDE, TURNING BOTTOM EDGE UP

HO. A.F. OFFICE  
 R. & S. SAFETY DIVISION INITIALS

TO	FROM	INITIALS	TO	FROM	INITIALS
	CHIEF FLYING SAFETY			SAFETY EDUCATION	
	DEPUTY CHIEF, FLYING SAFETY			MEDICAL SAFETY	11:24
	PLANS & ORGANIZATION		XXXX	CHIEF OF REGIONS	C.W.H.
	PROGRAMS & REQUIREMENTS			MATERIAL & MAINTENANCE	
	BUDGET & FISCAL			TRAINING & OPERATIONS	
	SAFETY ENFORCEMENT		XXXX	ACCIDENT ANALYSIS	
	ADMINISTRATIVE SERVICES			SQUADRON "A"	
	PERSONNEL (MILITARY)(CIVILIAN)			CLASSIFIED RECORDS	
	SUPPLY & SERVICES			MAIL & RECORDS	
	OFFICE SERVICES			FLIGHT RECORDS	
	REPRODUCTION				

ACTION DESTROYED

ATTENTION: Capt. Evans

NECESSARY ACTION \_\_\_\_\_ COORDINATION \_\_\_\_\_ SIGNATURE \_\_\_\_\_  
 COMMENT & FORWARD \_\_\_\_\_ INITIAL \_\_\_\_\_ INFORMATION \_\_\_\_\_  
 REPLY \_\_\_\_\_ RETURN \_\_\_\_\_ DISPATCH \_\_\_\_\_

12-15-34 ✓

530

4088110-61078

HEADQUARTERS ARMY AIR FORCES  
OFFICE OF FLYING SAFETY

REGIONAL SAFETY OFFICER'S  
AIRCRAFT ACCIDENT INVESTIGATION

SAFETY REGION SEVEN

1. REPORT SUBMITTED BY: Major Russell A. Potter, RSO, Safety Region Seven.
2. DATE SUBMITTED: 21 December 1944.
3. DATE OF ACCIDENT: 15 December 1944.
4. TIME OF ACCIDENT: 13:50 GMT.
5. LOCATION OF ACCIDENT: Lake Pepin - 60 miles S.E. of St. Paul, Minnesota.
6. AIRCRAFT: Type: B-24 ACEN: 44-449905.
7. HOME STATION: Fairfax Airport, Kansas.
8. ORGANIZATION: 33rd Ferrying Group, A.T.O.
9. RESULT TO AIRCRAFT: Complete wreck - sunk at bottom of Lake Pepin.
10. HISTORY OF AIRCRAFT & ENGINE: New - all forms were destroyed with aircraft.
11. PILOT: Dan D. Mitchell, Captain, O-391595.
12. HOME STATION: Fairfax Airport, Kansas City, Kansas.
13. ORGANIZATION: 33rd Ferrying Group, A.T.O.
14. PILOT HISTORY: Schools attended:

- a. Primary and Basic, Ontario, California.
- b. Advanced - Stockton, California.

Date Rated: 16 March 1942.  
Instrument Rating: White Card- 23 January 1944.  
Total Flying Time: 766 hours.  
Time last 90 days: 14 hours.  
Time this type: 6 hours transition.  
Time this model: 6 hours transition.  
Instrument time: 24:55 hours.  
Instrument time last 6 months: 2:33 hours.  
Instrument time last 30 days: 6 hours.  
Night time last 6 months: 0 hours.  
Night time last 30 days: 1 hour (B-24).

- 21 -

The above time was indicated on the Form 5 of Captain Mitchell. Lt. Sleeper, Operations Officer at the St. Paul Modification Center advised this REO that Captain Mitchell had 15 additional hours pilot experience in B-24, 2130 of which was instrument.

15. CO-PILOT: Buddy B. Beasley, Flight Officer, T-124150.  
16. HOME STATION: Fairfax Airport, Kansas City, Kansas.  
17. ORGANIZATION: 33rd Ferrying Group, A.T.C.  
18. CO-PILOT HISTORY: Schools attended:

- a. Marana AAF, Marana, Arizona.  
b. Douglas AAF, Douglas, Arizona.

Date Rated: 16 October 1944.  
Instrument Rating: White Card- 9 July 1944.  
Total Flying Time: 972 hours.  
Time last 90 days: 0 hours.  
Time this type: 0 hours.  
Time this model: 0 hours.  
Instrument time: 17 hours.  
Instrument time last 6 months: 17 hours.  
Instrument time last 30 days: 0 hours.

The above time was the time as shown on the Form 5 for this officer, but some time was given to this officer as Co-Pilot transition in a B-24 for which no record was made in his Form 5.

19. RESULTS TO CREW: Pilot: Dan D. Mitchell, Captain, O-391595  
Organization: 33rd Ferrying Group, A.T.C.  
Results: Fatal.

Co-Pilot: Buddy B. Beasley, F.O., T-124150  
Organization: 33rd Ferrying Group, A.T.C.  
Results: Fatal.

Engineer: Edward A. Demski, Sgt., 12034676  
Organization: 33rd Ferrying Group, A.T.C.  
Results: Fatal.

20. NARRATION OF EVENTS: Army 44-45908, a B-24, took off from St. Paul 15 December 1944 at 1339. The aircraft was enroute to Mitchell Field. No radio contact was made with the aircraft after take-off. Eleven



minutes after take-off, the aircraft crashed into Lake Pepin.

21. INVESTIGATION DISCLOSED:
1. Marginal contact weather existed in the area of St. Paul at the time of take-off. See attached Weather Report.
  2. Pilot took off on an instrument clearance, altitude being 7,000, route being Airways to Mitchell Field.
  3. Pilot had very little training in a B-24.
  4. Pilot had little instrument training, and no experience during last 30 days. He had flown only 4:30 hours instrument during the last 6 months.
  5. Co-Pilot's Form 5 indicates only 17 total hours of instrument flying and no experience in four engine aircraft.
  6. Mission was a ferrying flight from St. Paul to Mitchell Field.
  7. There are no indications of any material failure.
22. PROBABLE CAUSE: Pilot lost control of the airplane while on instruments.
23. CONTRIBUTING FACTORS:
1. Pilot did not have sufficient training to make an instrument flight in a B-24.
  2. Poor judgement was exercised on the part of the pilot in flying instrument rather than contact.
  3. Air Transport Command does not offer sufficient transition and instrument training. (See Comments).
24. UNDERLYING CAUSE: Pilot lacked sufficient skill to safely fly the airplane on instrument.
25. COMMENTS: The information contained in this report does not emanate from a detailed investigation by this Regional Safety Officer. Per instructions from Winston-Salem, investigation was suspended. The airplane now is at the bottom of Lake Pepin; the crew is presumed to be inside the airplane. Little can actually be found out concerning material failure. However, the above facts do indicate a few subjects for safety investigation. What is the training program that is offered to A.T.C. crews in different type aircraft? What is the

training program for instrument flying? The instrument card for Captain Mitchell was a year old, and he had only 4,70 hours of instrument flying during the last six months. Yet this officer elected to fly instrument in an aircraft that was unfamiliar to him. Is this an isolated case of poor judgement on the part of the pilot? Could it be that Air Transport Command crews do not measure up to the same standard of skill as other crews because of the lack of training offered? Four hours transition is the A.T.C. requirement for B-24's. 100 hours is required at a transition school.

26. RECOMMENDATIONS: A survey should be conducted in all regions to find out what training Air Transport Command crews receive and determine whether such training is sufficient for safe operation.
27. ALLIED PAPERS ACCOMPANYING REPORT: 1. Statement of Existing Weather 1330, 15 December 1944, prepared by Forecaster at Fairfax Field.

RUSSELL A. POTTER  
Major, Air Corps  
Regional Safety Officer

- 24 -

530

JAN 29 6 21 PM 1945

2997

ATA(A) ✓  
ATA(A)  
ATA(E)  
Intell  
File

*add  
info*

W SAL 361

V KC 49 NR 1 R

FM HANST CO 33RD FG KANCITY KANS JAN 292120Z

TO CG ARMY AIR FORCES WINSTON-SALEM, N. C.

ATTN.... CHIEF, FLYING SAFETY

GR 56 BT

FDATC 1143-E

THE FOLLOWING ITEMS ON FORM 14 INVOLVING B-24L NO. 44-49908 ACCIDENT  
15 DEC 44 PILOT DAN D MITCHELL CAPT AC ARE CORRECTED AS FOLLOWS SECTION  
E ITEM /8/ SHOULD READ MISSING FOR ALL PERSONNEL, SECTION E ITEMS  
/9/ /10/ /11/ AND /12/ SHOULD READ UNKNOWN FOR ALL PERSONNEL FROM GORDON

SIGNED RAMMELKAMP

TCR/WE

BT 292222Z AR K AND TKX

R 1 AT 2221Z CR

TKX

JAN 29 5 21 PM 1945

AAALAI  
AAALAI  
AAAL(E) ✓  
Intell  
File

W SAL 361

V KC 49 NR 1 R

FM HANST CO 33RD FG KANCITY KANS JAN 292120Z

TO OG ARMY AIR FORCES WINSTON-SALEM, N. C.

ATTN... CHIEF, FLYING SAFETY

GR 56 BT

FDATEC 1143-E

THE FOLLOWING ITEMS ON FORM 14 INVOLVING B-24L NO. 44-49908 ACCIDENT  
15 DEC 44 PILOT DAN D. MITCHELL CAPT AC ARE CORRECTED AS FOLLOWS SECTION

E ITEM /8/ SHOULD READ MISSING FOR ALL PERSONNEL, SECTION E ITEMS

/9/ /10/ /11/ AND /12/ SHOULD READ UNKNOWN FOR ALL PERSONNEL FROM GORDON

SIGNED RAMMELKAMP

TCR/WE

BT 292222Z AR K AND TKX

R 1 AT 2221Z CR

TNX

40-12-10-34

2202

APR 24 8 55 PM '64

A+A(A)  
A+A(A)  
A+A(E) —  
Intell  
File

A4

CA34

UANS V UOXX NR 28 WD P P

FROM /MNSG/ MELOY CG TRUAXFIELD WIS APRIL 242300Z

TO CG ARMY AIR FORCES OFFICE OF FLYING SAFETY WINSTON-SALEM N CAR

CG AAF TRAINING COMMAND FT WORTH TEXAS

CO 569TH AAF BASE UNIT 33RD FERRYING GROUP ATC KANSAS CITY KANSAS

THE ADJUTANT GENERAL WASHINGTON 25 DC

CG AAF EASTERN TECHNICAL TRAINING COMMAND ST LOUIS MO

GR NC

HQ-4-461 REOURTEL HQ-4-423 THIRD BODY DEMSKI EDWARD ALEXANDER

SGT AC ASN 12034676 RECOVERED THIS DATE NEXT OF KIN HAVE BEEN

NOTIFIED

2345Z

HQ-4-461 HQ-4-423 12034676

14 13

*APR 23  
APR 23  
APR 23  
MIL  
file*

2053

APR 23 1 43 PM 1945

A24

CATA WAWS V UGCK NR 7 WD P P

FROM MELOY CG TRUXFIELD WIS /MN66/ APRIL 20  
TO CG AAF OFFICE OF FLYING SAFETY WINSTON-SALEM NORTH CAROLINA,  
CG 569TH AAF BASE UNIT 33RD FG ATC KANSAS CITY KANSAS, CG AAFETTC  
435 LAKE AVE STL ,MO, CG AAFTC FTW , TAG WASHDC

CR MC

HQ-4-423 IN ACCORDANCE WITH PAR 30 AAF REG 62-14 WP OCT 1944 SEARCH FOR  
B-24L SERIAL NUMBER 44-49908 WHICH CRASHED LAKE PEPIN MINNESOTA 15  
DEC 1944 WHICH CONTAINED THE FOLLOWING PERSONNEL COLON MITCHELL, DAN  
D CAPT AC ASN 0391595 STOP BEASLEY, BUDDY B FLIGHT OFFICER T-184150  
CO-PILOT STOP DEMSKI, EDWARD ALEXANDER SGT AC SERIAL NUMBER PRESENTLY  
UNKNOWN WAS REOPENED 19 APRIL 1945 STOP TODAYE BODIES OF CAPT DAN D  
MITCHELL PILOT AND FLIGHT OFFICER BUDDY B BEASLEY CO-PILOT HAVE BEEN  
RECOVERED STOP BODY OF SGT EDWARD DEMSKI NOT YET RECOVERED STOP SEARCH  
CONTINUES STOP NEXT OF KIN OF CAPT MITCHELL AND FG BEASLEY HAVE BEEN  
NOTIFIED END

1620Z

CORR-18TH WORD 20 OCT RPT 20

*12-15-34*



AAEC  
OS  
file

0195

APR 23 04 PM 1945

A48 M

CA248

UAWS V UCGX NR5 WD R R

FROM /MN66/ MELOY CG TRUAXFLD WIS 021620Z

TO CG AAF WINSTON SALEM N CAR ATTN CHIEF FLYING SAFETY

CO 33RD FERRYING GP FD ATC FAIRFAX FLD KANSAS CITY KAN

GR NC

HQ-5-19 RE AAF FORM 14 ON ACCIDENT OF B-24L 44-49908 15 DEC 44

LAKE PEPIN WISCONSIN REMAINS OF PILOT CO-PILOT AND ENGINEER RECOVERED

AND IDENTIFIED

1650Z

45-12-15-34

