

Accident No. 43-12-19-12

<u>Date</u>	<u>Errors which change the meaning of the McBee Card</u>
Analyzed by <u>BAK</u> .. <u>1/29/43</u>
Typed by
Coded by
Punched by
Verified by

ARJ:12-62

Kissimmee, Florida

1220

Day #3-12-19-12

While making a simulated "ground strafing" attack on an air field, individual air planes flying in "trail," the second plane was entirely too close to the leader's plane and struck it during a pull-up after the attack.

Both pilots were killed when the plane crashed and burned after the collision.

B.A.B.
1/29/43

WAR DEPARTMENT
U. S. ARMY AIR FORCES
ORLANDO AIR BASE, ORLANDO, FLORIDA
REPORT OF AIRCRAFT ACCIDENT

2 Names
Radio

(1) Place Kissimmee, Florida (2) Date December 19, 1942 (3) Time 1220
AIRCRAFT: (4) Type and model P-40E-1 (5) A. F. No. 41-24928 (6) Station Orlando Air Base
Organization: (7) AAFSAT (8) 50th Fighter (9) 10th Fighter
(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	KANE, SIDNEY O. II	P	0-660150	1st Lt.	2G	AC	AAFSAT	Fatal	None
			JAN 7 43						

RECEIVED
NO. AAF, DIRECTOR
OF FLYING SAFETY

PILOT CHARGED WITH ACCIDENT

(20) KANE SIDNEY O. II (21) 0-660150 (22) 1st Lt. (23) 2G (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) AAFSAT (26) 50th Fighter (27) 10th Fighter (28) Orlando Air Base
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) AAFSAT (30) 50th Fighter (31) 10th Fighter (32) Orlando Air Base
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5-20-42 Present rating (35) Pilot (36) 5-20-42 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 239:05 (42) Instrument time last 6 months _____
(39) This model 239:05 (43) Instrument time last 30 days _____
(40) Last 90 days 155:35 (44) Night time last 6 months _____
(41) Total 496:20 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	Survey
(47) Engine(s) <u>W 3</u>	Survey
(48) Propeller(s) <u>W 3</u>	Survey

(50) Weather at the time of accident 00

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

(55) Pilot's mission Formation Flying 13

(56) Nature of accident Collision in full flight with other aircraft

(57) Cause of accident Crash after Collision

DESCRIPTION OF ACCIDENT

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

On December 19, 1942 at approximately 1220 a P-40E-3 Type airplane A.F. No. 41-24928, piloted by Lt. S.O. Kane, crashed and burned in the vicinity of Kissimmee, Fla after a mid-air collision with another aircraft. The crash proved fatal to the pilots of both airplanes.

It is found that Lt. Kane was flying in the number two position of a six ship flight which was acting as "top cover" for two other flights that were making a simulated "ground strafing" attack on the Kissimmee, Fla. airfield. After the attack had been made by other flights the leader of the "top cover" flight gave orders by radio for his flight to execute a "number one" attack on the airfield. This type of an attack is executed with individual airplanes flying in "trail" with approximately 100-125 yds. between airplanes.

It is further found that during the attack, the airplane flown by Lt. Kane was entirely too close to the airplane leading and that the airplane flown by Lt. Kane struck the leaders airplane during a pull up after the attack. The leader's airplane immediately went out of control and crashed and burned. The airplane flown by Lt. Kane continued in a climb for a short distance, lost the propeller and then crashed and burned after what appeared to be an attempt by the pilot to make a forced landing.

It is the opinion of the Aircraft Accident Board that, in spite of previous orders and instructions, the pilot, Lt. Kane, was not flying in the proper position for the type of formation ordered and was directly responsible for the occurrence of the accident.

Signature

William J. Cummings, Jr.
(Investigating Officer)
 WILLIAM J. CUMMINGS, JR., Maj. AC
 Aircraft Accident Officer.

G.D. Davis
 G.D. DAVIS, Maj. AC Member

Leon D. Sherrick
 LEON D. SHERRICK, Capt. AC Member

Date 24 December 1942.

AIRPLANE MODEL **P-40B-1**

A. C. NO. **41-24928**

ORGANIZATION **10th F Sq (P)**

STATION **Dale Mabry Fld, Fla**

DATE **12/19/42**

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

AIRPLANE AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

DATE OF OR HOURS DUE	INSPECTED TODAY		AIRPLANE AND ENGINE TIME RECORD					OIL (QUARTS)					RADIATOR CHECKED	
	BY	STATION	ENGINE HOURS TO DATE	NO. 1	NO. 2	NO. 3	NO. 4	FUEL (GALLONS) SERVICED	NO. 1 IN TANKS SERVICED	NO. 2 IN TANKS SERVICED	NO. 3 IN TANKS SERVICED	NO. 4 IN TANKS SERVICED		SERVICE
PREFLIGHT	12/19/42	C	D. M. F.	97:05										
DAILY	12/18/42	C	D. M. F.	1:05										
25 HOURS	333:05			98:10									C	
50 HOURS	339:40			H. T.									148	52
100 HOURS	332:40			Daily										
				HOURS TO DATE										
				HOURS TODAY										
				TOTAL										X

INSTRUCTIONS FOR PILOTS AND MECHANICS

PILOTS: EACH PILOT WILL PRINT NAME AND RANK BELOW, AND INDICATE "OK" OR, IF ANY DEFECT OR MALFUNCTIONING OCCURRED, EXPLAIN THE TROUBLE.

MECHANICS: TRANSPOSE "TOTAL FLIGHT TIME" FROM FORM 1 TO ENTRIES "HOURS TODAY" UNDER "AIRPLANE AND ENGINE TIME RECORD" ABOVE. PRECEDE EACH REMARK WITH THE NAME OF THE STATION. EXPLAIN ANY RED SYMBOL ENTERED UNDER "INSPECTION OF AUXILIARY EQUIPMENT". ENTER ANY MAINTENANCE WORK DONE WHILE AIRPLANE IS ON THE FLYING LINE OR AWAY FROM ITS HOME STATION. SIGN EACH REMARK MADE.

STATUS TODAY

EXPLANATION:

1. **C**

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT
KANE, S. O.

D. M. F. serviced by S/Sgt Crites.

D. M. F. all guns loaded 100 rds each. (Mansfield)

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY	M	Mansfield	D. M. F.
NAVIGATION			
RADIO	W	Whitecomb	D. M. F.
OXYGEN	C	Crites	D. M. F. 300#
PHOTOGRAPHIC			
CHEMICAL			

"TRUE COPY"

Arthur J. Hughes
ARTHUR J. HUGHES,

1st Lt, Air Corps,

Engineering Officer.

WAR DEPARTMENT
 AIR CORPS
 FORM NO. 1A
 TENTATIVE - SEPT. 1940

FLIGHT REPORT - ENGINEERING

WAR DEPARTMENT
AIR CORPS

DAMAGE TO PROPERTY CERTIFICATE

Box 293

(Address of owner or tenant)

Kis. Fla.

12/19/42.

(Date)

I hereby agree that the landing on my premises, on the above date, of Army Airplane No. 41-24928
from Orlando Air Base, Orlando, Fla resulted in no financial damage whatsoever to my property.
Cunn, Loper & Tate

/s/ by J.H. Cunn

(Signature of pilot)

(Signature of owner or tenant)

----- A TRUE COPY -----

William J. Cummings Jr.
WILLIAM J. CUMMINGS JR.
Major, Air Corps,
Operations Officer

(Address of owner or tenant)

(Date)

I hereby agree that the landing on my premises, on the above date, of Army Airplane No. _____
from _____ caused the following estimated damage:

(Signature of pilot)

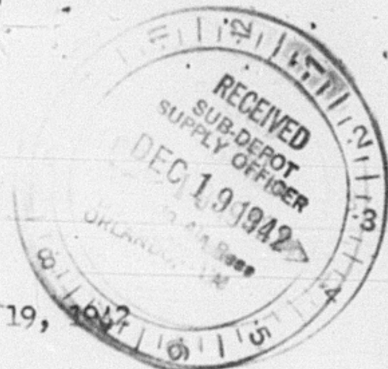
(Signature of owner or tenant)

OFFICE OF THE ENGINEERING OFFICER

EIGHTY-FIFTH SUB-DEPOT

ORLANDO AIR BASE

ORLANDO, FLORIDA



December 19, 1942

DAMAGED PARTS

AIRCRAFT ACCIDENT

P-40E-1 Airplane No. 41-24928 crashed and burned at Kissimmee, Florida, following a mid-air collision December 19, 1942. Airplane and engine are a complete loss.

A handwritten signature in cursive script, appearing to read "C. A. Heim".

C. A. HEIM
Captain, Air Corps
Engineering Officer

10th Fighter SQUADRON, 50TH FIGHTER GROUP
ORLANDO AIR BASE, ORLANDO, FLORIDA

Dec. 19, 1942
(DATE)

OPERATIONS ORDER)
NO.)

FLIGHT SCHEDULE FOR Dec. 19, 1942

DATE	NAME	M I S S	GP MISS	SERIAL NUMBER	TAKE-OFF	REMARKS
			EXTRACT			
	*	*		*	*	*
19	Brouk, R, R.	0-5	A-11	956	11:15	Tallahassee-Crash
19	Kane, S. O.	0-5	A-11	928	11:15	Tallahassee-Crash
	*	*		*	*	*

BY ORDER OF Lt. Col. BENNETT:

Joe R. Williams
JOE R. WILLIAMS,
1st. Lt., Air Corps.
OPERATIONS OFFICER

S T A T E M E N T

I was watching two planes as they dived and came across Kissimmee Airport at an altitude of approximately 45 ft. The two planes were flying one behind the other at an altitude of 45 ft, when the rear plane tried to get ahead of the other one and they collided wing tips. The plane that had been in the rear turned over and dived to the ground within 30 yards from where I was standing. The plane turned wing over wing for approximately 50 ft. before the plane caught on fire, bursting in half, part of the ship continued on for approximately 50 ft., burning all the while. The other plane started gaining altitude and was up to about 200 ft. before it dropped and hit the ground about a mile and a half from where I was standing.

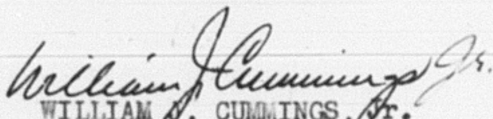
This happened at approximately 11:45 A.M. December 19, 1942, one quarter of a mile South of Kissimmee Airport.

WILLIAM COULDERY,
P.O. Box 447
Kissimmee, Florida.

This Statement made before me this 19th day of December, 1942.

GEORGE J. MCGOWAN,
Capt., Air Corps.

"THIS IS A TRUE COPY"


WILLIAM J. CUMMINGS, Jr.
Major, Air Corps,

S T A T E M E N T O F W I T N E S S

"On December 19, 1942, 17 P-40E-1's of the 10th Fighter Squadron took off at approximately 11:15 from Dale Mabry Field, Tallahassee for the Orlando Air Base. There were three flights of six, six, and five ships. Captain Brouk in airplane 956 was leading our flight of six with Lieut. Kane in plane 928, his wing man and myself in number 3 position. We were the air support for the other two flights which were to attack Kissimmee.

When we came to Kissimmee the two flights made their attack and left. Captain Brouk then gave us the order for No. 1 attack and we peeled off from 4000 feet. The first attack was from Southwest to Northeast. Captain Brouk then pulled up and turned for another attack at the hangar from North to South. On making this last turn I noticed Lieut. Kane was quite close to Captain Brouk, approximately one to two ship lengths. After passing the hangar Captain Brouk pulled up and started to turn to the left. Lieut. Kane, who was on Captain Brouk's right wing turned also, and suddenly his propeller hit the underside of Captain Brouk's ship. At this time they were at an altitude of approximately 100 feet and I was approximately 200 yards behind them. Pieces flew off at the impact and then the two ships separated. Captain Brouk's ship, which was still in its bank, did a sort of one half slow roll as it went down and landed almost upside down. The ship burned on impact with the ground and the flames shot along the ground for what looked to be hundreds of feet.

Lieut. Kane's ship didn't seem to be damaged too much. The prop was stopped and all three blades were bent back. By this time I was approximately 100 yards behind him and could see that his canopy was open and that meanwhile he had pulled up to about 500 feet. Suddenly the prop fell off. Lieut. Kane continued a glide straight ahead and seemed to have control of the plane. He continued south until passing the cement highway and now was heading toward a field that had either small trees or brush in it. To his left was a clear green field and when at about 200 feet he turned toward that field. He completed about 100 degrees of that turn when suddenly the ship dived for the ground and rolled almost on its back. It hit the ground and flames shot up immediately.

I called Captain Kiser on the radio and told him what had happened. He returned to Kissimmee and I led the remaining ships of our flight to Orlando and landed."

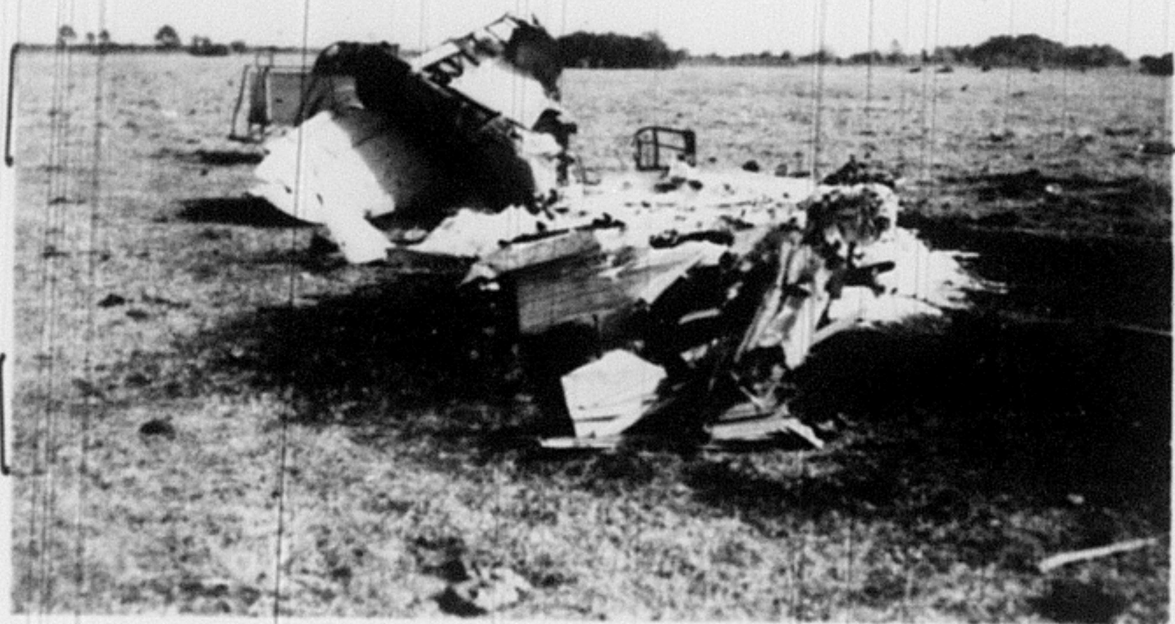
Walter J. Koraleski, Jr.
WALTER J. KORALESKI, JR.,
1st Lieut, Air Corps,
10th Fighter Squadron.

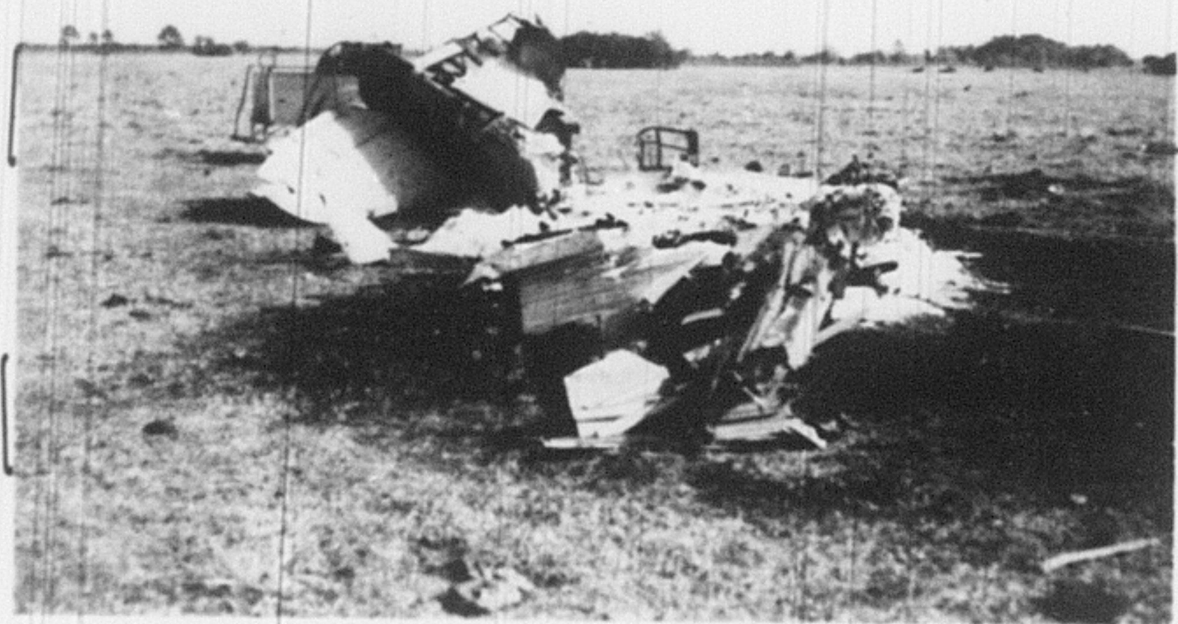
STATEMENT OF WITNESS

"On December 19, 1942, about 12:10 o'clock, Captain Brouk with a formation of six ships, of which I was flying number four, made a strafing attack on Kissimmee Air Port. The formation approached with Lt Kane flying very close to Captain Brouk. I was about three hundred yards behind Lt Kane directly in trail. As the two planes ahead pulled up to clear the hangar one of them suddenly turned on its back and crashed; then the other climbed up to about six hundred feet and the propeller fell off. The second ship then apparently assumed a normal glide toward a field almost directly ahead. When the plane reached an altitude of about two hundred feet the pilot made an extremely steep turn, toward a better field, pulled his nose up in the turn and fell off on the left wing and plunged straight into the ground. Both planes burst into flames as they crashed. I did not see the two planes collide in mid-air.

Joseph P. Lemons
JOSEPH P. LEMONS,
1st Lt, Air Corps,
10th Fighter Squadron.













WAR DEPARTMENT
U. S. ARMY AIR FORCES
ORLANDO AIR BASE, ORLANDO, FLORIDA
REPORT OF AIRCRAFT ACCIDENT


Radio 2 Plane
43-12-1942

(1) Place Kissimmee, Florida (2) Date December 19, 1942 (3) Time 1:20
AIRCRAFT: (4) Type and model P-40E-1 (5) A. F. No. 41-24956 (6) Station Orlando Air Base
Organization: (7) AAFSAT (8) 50th Fighter (9) 10th Fighter
(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	BROUK, ROBERT R.	P	0-397419	Capt.	0/20	AC	AAFSAT	FATAL	None

JUN 7 1943



RECEIVED
HQ. AAF, DIRECTOR
OF FLYING SAFETY

PILOT CHARGED WITH ACCIDENT

(20) BROUK ROBERT R (21) 0-397419 (22) Captain (23) 20 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) AAFSAT (26) 50th Fighter (27) 10th Fighter (28) Orlando Air Base
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) AAFSAT (30) 50th Fighter (31) 10th Fighter (32) Orlando Air Base
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 8-30-40 Present rating (35) Pilot (36) 8-30-40 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type *152:20 (42) Instrument time last 6 months _____
(39) This model * 11:50 (43) Instrument time last 30 days _____
(40) Last 90 days * 32:15 (44) Night time last 6 months _____
(41) Total *410:90 (45) Night time last 30 days _____

*Form 5 was forwarded this station incomplete.

AIRCRAFT DAMAGE

DAMAGE				(46) LIST OF DAMAGED PARTS
(46) Aircraft	W	5		Survey
(47) Engine(s)	W	5		Survey
(48) Propeller(s)	W	5		Survey

(50) Weather at the time of accident 00

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

(52) Cleared from Tallahassee (53) To Orlando (54) Kind of clearance Contact

(55) Pilot's mission Formation Flying 73

(56) Nature of accident Collision in full flight with other aircraft

(57) Cause of accident Crash after Collision


0 Cause

WAR DEPARTMENT
U. S. ARMY AIR FORCES
ORLANDO AIR BASE, ORLANDO, FLORIDA
REPORT OF AIRCRAFT ACCIDENT

Radio Plane
43-12-1942

(1) Place Kissimmee, Florida (2) Date December 19, 1942 (3) Time 1820
AIRCRAFT: (4) Type and model P-40E-1 (5) A. F. No. 41-24956 (6) Station Orlando Air Base
Organization: (7) AAFSAT (8) 50th Fighter (9) 10th Fighter
(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)
<i>P</i>	BROUK, ROBERT R.	P	0-397419	Capt.	2C	AC	AAFSAT	FATAL	None
									

PILOT CHARGED WITH ACCIDENT

(20) BROUK ROBERT R (21) 0-397419 (22) Captain (23) 2C (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) AAFSAT (26) 50th Fighter (27) 10th Fighter (28) Orlando Air Base
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) AAFSAT (30) 50th Fighter (31) 10th Fighter (32) Orlando Air Base
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 8-30-40 Present rating (35) Pilot (36) 8-30-40 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type *152:20 (42) Instrument time last 6 months _____
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(41) Total *410:90 (45) Night time last 30 days _____

*Form 5 was forwarded this station incomplete.

AIRCRAFT DAMAGE

DAMAGE			(46) LIST OF DAMAGED PARTS	
(46) Aircraft	W	<u>5</u>	Survey	
(47) Engine(s)	W	<u>5</u>	Survey	
(48) Propeller(s)	W	<u>5</u>	Survey	

(50) Weather at the time of accident 00

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

(52) Cleared from Tallahassee (53) To Orlando (54) Kind of clearance Contact

(55) Pilot's mission Formation Flying 73

(56) Nature of accident Collision in full flight with other aircraft

(57) Cause of accident Crash after Collision

0 Cause

DESCRIPTION OF ACCIDENT

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

On December 15, 1942 at approximately 1220 a P-40E-1 type airplane AF No. 41-24956 piloted by Captain Robert R. Brouk crashed and burned after being struck by another airplane in a mid-air collision. The crash proved fatal to the pilot.

It is found that Capt. Brouk was the leader of a six ship flight which was acting as 'top cover' for two other flights that were making a simulated "ground strafing" attack on the Kissimmee, Fla. airfield. After the attack had been made by other flights, the leader of the 'top cover' flight gave orders by radio for his flight to execute a "number one" attack on the airfield. (This type of an attack is executed with individual airplanes of the flight flying "in trail" with a proximately 100-120 yards between airplanes.

It is further found that during the attack, the airplane, flown by Lt. Kane in the number two position of the formation was entirely too close to the leader's airplane and that the number two airplane struck the airplane flown by Capt. Brouk during a pull up after the attack. The airplane flown by Capt. Brouk went out of control immediately after being struck and crashed. The other airplane continued on for a short distance gaining altitude, lost its propellor and crashed after an apparent attempt by the pilot to make a forced landing.

It is the opinion of the Aircraft Accident Board that the pilot of the number two airplane was not flying in his proper position for the formation ordered and was directly responsible for the occurrence of the accident.

Signature *William J. Cummings, Jr.*
WILLIAM J. CUMMINGS, JR., Maj. AC
Aircraft Accident Officer.

G. D. Davis
G. D. DAVIS, Maj. AC Member

Leon D. Sherrick
LEON D. SHERRICK, Capt. AC Member

Date _____

DO NOT WRITE IN THIS SPACE

DATE: 12/19/42
 STATION: Orlando Air Base, Fla.
 CREW CHIEF OR AERIAL ENGINEER: S/Sgt Meyers
 WING: 3rd Air Force
 CORPS AREA OR DEPT.: Air Corps
 BRANCH: P-40B-1
 GROUP NO. AND TYPE: 50th Fighter
 AIRPLANE MODEL: P-40B-1
 ORG. NO. AND TYPE: 10th Fighter
 AIRPLANE SERIAL NO.: 41-2956
 ENGINE DATA: (1) 42-27656 (2) (3) (4)
 ENGINE SERIAL NO.: V-1710-73
 AIRPLANE DATA: AIRPLANE DATA
 ENGINE DATA: AIRPLANE DATA

CLASS	PERSONNEL	SERIAL NO.	NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER										FLIGHT DATA																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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AIRPLANE MODEL **P-40B-1**

A. C. NO. **41-24956**

ORGANIZATION **10th Fighter Sq.**

STATION **Dale Mabry Field**

DATE **12-19-42**

INSPECTION STATUS

DATE OF OR HOURS DUE	INSPECTED TODAY	
	BY	STATION
PREFLIGHT 12/19/42	K	D. M. F.
DAILY 12/18/42	K	D. M. F.
25 HOURS 408:05		
50 HOURS 425:50		
100 HOURS 478:30		

AIRPLANE AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE HOURS TO DATE	NO. 1	NO. 2	NO. 3	NO. 4
117:55				
1:05				
119:00				
TOTAL				
OIL CHANGE DUE				
COMP. CLEANING DUE				
HOURS TO DATE	394:40			
HOURS TODAY	1:05			
TOTAL	395:45			

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS)		OIL (QUARTS)		NO. 1		NO. 2		NO. 3		NO. 4	
	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS
1ST	-	148	-		-	52						
2ND												
3RD												
4TH												
5TH												

RADIATOR CHECKED **X**

STATUS TODAY

1. **EXPLANATION: Rear Wing fuel gage inaccurate**

INSTRUCTIONS FOR PILOTS AND MECHANICS

PILOTS: EACH PILOT WILL PRINT NAME AND RANK BELOW, AND INDICATE "OK" OR, IF ANY DEFECT OR MALFUNCTIONING OCCURRED, EXPLAIN THE TROUBLE.

MECHANICS: TRANSPOSE "TOTAL FLIGHT TIME" FROM FORM 1 TO ENTRIES "HOURS TODAY" UNDER "AIRPLANE AND ENGINE TIME RECORD" ABOVE. PRECEDE EACH REMARK WITH THE NAME OF THE STATION. EXPLAIN ANY RED SYMBOL ENTERED UNDER "INSPECTION OF AUXILIARY EQUIPMENT". ENTER ANY MAINTENANCE WORK DONE WHILE AIRPLANE IS ON THE FLYING LINE OR AWAY FROM ITS HOME STATION. SIGN EACH REMARK MADE.

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT **R. R. Bronk**

D. M. F. emer ration kit over batt (Katzensky)
D. M. F. all guns loaded 100 rds ea (Nelson)

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY	N	Nelson	D. M. F.
NAVIGATION			
RADIO	S	Shaw	D. M. F.
OXYGEN 270	K	Katzensky	D. M. F.
PHOTOGRAPHIC			
CHEMICAL			

"TRUE COPY"

Arthur J. Hughes
ARTHUR J. HUGHES,
1st Lt, Air Corps,
Engineering Officer.

S-T A T E M E N T O F W I T N E S S

"On December 19, 1942, 17 P-40E-1's of the 10th Fighter Squadron took off at approximately 11:15 from Dale Mabry Field, Tallahassee for the Orlando Air Base. There were three flights of six, six, and five ships. Captain Brouk in airplane 956 was leading our flight of six with Lieut. Kane in plane 928, his wing man and myself in number 3 position. We were the air support for the other two flights which were to attack Kissimmee.

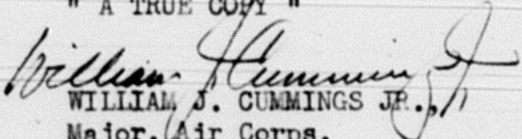
When we came to Kissimmee the two flights made their attack and left. Captain Brouk then gave us the order for No. 1 attack and we peeled off from 4000 feet. The first attack was from Southwest to Northeast. Captain Brouk then pulled up and turned for another attack at the hanger from North to South. On making this last turn I noticed Lieut. Kane was quite close to Captain Brouk, approximately one to two ship lengths. After passing the hanger Captain Brouk pulled up and started to turn to the left. Lieut. Kane, who was on Captain Brouk's right wing turned also, and suddenly his propeller hit the underside of Captain Brouk's ship. At this time they were at an altitude of approximately 100 feet and I was approximately 200 yards behind them. Pieces flew off at the impact and then the two ships separated. Captain Brouk's ship, which was still in its bank, did a sort of one half slow roll as it went down and landed almost upside down. The ship burned on impact with the ground and the flames shot along the ground for what looked to be hundreds of feet.

Lieut. Kane's ship didn't seem to be damaged too much. The prop was stopped and all three blades were bent back. By this time I was approximately 100 yards behind him and could see that his canopy was open and that meanwhile he had pulled up to about 500 feet. Suddenly the prop fell off. Lieut. Kane continued a glide straight ahead and seemed to have control of the plane. He continued south until passing the cement highway and now was heading toward a field that had either small trees or brush in it. To his left was a clear green field and when at about 200 feet he turned toward that field. He completed about 100 degrees of that turn when suddenly the ship dived for the ground and rolled almost on its back. It hit the ground and flames shot up immediately.

I called Captain Kiser on the radio and told him what had happened. He returned to Kissimmee and I led the remaining ships of our flight to Orlando and landed."

/s/Walter J. Koraleski, Jr.
WALTER J. KORALESKI, JR.
1 t Lieut, Air Corps,
10th Fighter Squadron.

" A TRUE COPY "

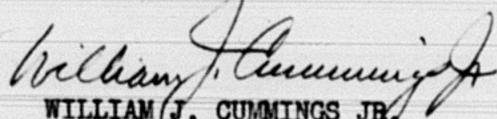

WILLIAM J. CUMMINGS JR.,
Major, Air Corps,
Operations Officer.

S T A T E M E N T O F W I T N E S S

"On December 19, 1942, about 12:10 o'clock, Captain Brouk with a formation of six ships, of which I was flying number four, made a strafing attack on Kissimmee Air Port. The formation approached with Lt Kane flying very close to Captain Brouk. I was about three hundred yards behind Lt Kane directly in trail. As the two planes ahead pulled up to clear the hangar one of them suddenly turned on its back and crashed; then the other climbed up to about six hundred feet and the propeller fell off. The second ship then apparently assumed a normal glide toward a field almost directly ahead. When the plane reached an altitude of about two hundred feet the pilot made an extremely steep turn, toward a better field, pulled his nose up in the turn and fell off on the left wing and plunged straight into the ground. Both planes burst into flames as they crashed. I did not see the two planes collide in mid-air.

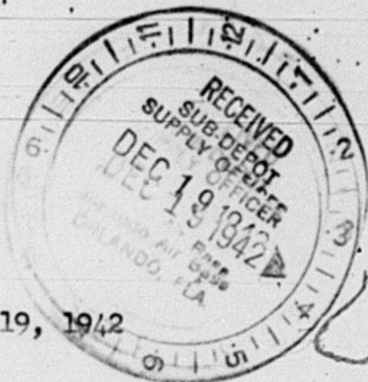
/s/ Joseph P. Lemons
JOSEPH P. LEMONS,
1st Lt, Air Corps,
10th Fighter Squadron

" A TRUE COPY"


WILLIAM J. CUMMINGS JR.
Major, Air Corps,
Operations Officer

OFFICE OF THE ENGINEERING OFFICER
EIGHTY-FIFTH SUB-DEPOT
ORLANDO AIR BASE
ORLANDO, FLORIDA

December 19, 1942



DAMAGED PARTS

AIRCRAFT ACCIDENT

P-40E-1 Airplane No. 41-24956 crashed and burned at Kissimmee, Florida, following a mid-air collision December 19, 1942. Airplane and engine are a complete loss.

C. A. Heim
C. A. HEIM
Captain, Air Corps
Engineering Officer

WAR DEPARTMENT
AIR CORPS

DAMAGE TO PROPERTY CERTIFICATE

.....
(Address of owner or tenant)
.....

.....
(Date)

I hereby agree that the landing on my premises, on the above date, of Army Airplane No.
from resulted in no financial damage whatsoever to my property.

.....
(Signature of pilot)

.....
(Signature of owner or tenant)

Box 447, Kissimmee, Florida.

.....
(Address of owner or tenant)

William Couldery

December 19, 1942

.....
(Date)

I hereby agree that the landing on my premises, on the above date, of Army Airplane No. **P-40E-1-41-24956**
from **Orlando Air Base, Orlando, Florida.** caused the following estimated damage:

Two Cows, 3/4 Registered Jersey - \$600.00

The above Cows were injured to an extent that they had to be killed.

(Disceased)

.....
(Signature of pilot)

William Couldery
.....
(Signature of owner or tenant)

S T A T E M E N T

I was watching two planes as they dived and came across Kissimmee Airport at an altitude of approximately 45 ft. The two planes were flying one behind the other at an altitude of 45 ft, when the rear plane tried to get ahead of the other one and they collided wing tips. The plane that had been in the rear turned over and dived to the ground within 30 yards from where I was standing. The plane turned wing over wing for approximately 50 ft. before the plane caught on fire, bursting in half, part of the ship continued on for approximately 50 ft., burning all the while. The other plane started gaining altitude and was up to about 200 ft. before it dropped and hit the ground about a mile and a half from where I was standing.

This happened at approximately 11:45 A.M. December 19, 1942, one quarter of a mile South of Kissimmee Airport.

William Couldery

WILLIAM COULDERY,
P.O. Box 447
Kissimmee, Florida.

This Statement made before me this 19th day of December, 1942.

George J. McGowan
GEORGE J. MCGOWAN,
Capt., Air Corps.













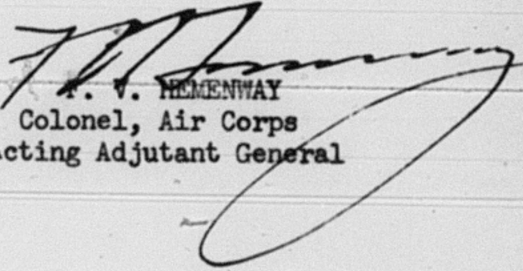
War Dept. A.A.F. Form No. 14, Orlando Air Base, Orlando, Florida,
dtd 12-19-42.

1st Ind.

HEADQUARTERS ARMY AIR FORCES SCHOOL OF APPLIED TACTICS, Orlando, Florida.
January 1, 1943. TO: Commanding General, Army Air Forces, Washington, D.C.

Approved.

For the Commandant:


F. V. HEINENWAY
Colonel, Air Corps
Acting Adjutant General

JAN 4 1943

DFS

JPS

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HQS AAF SCH OF APPLIED TACTICS FRGROUNDS ORLANDO FLA. JAN071633Z

THE COMMANDING GENERAL

ARMY AIR FORCES

WASHINGTON D C

AFDFS

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ORLANDO, FLORIDA.



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OF TACTICS

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DIR. FLYING SAFETY

1943 JAN 7 PM 3 46

RECEIVED

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AMR FOLLOWS

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Director of Flying Safety

5 Jan 1943

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J. H. PETTON
Lt. Colonel, AG

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CG AAF WASHINGTON DC

MASTER COPY

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COAB ORLANDO

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 SURVEY PERIOD DAMAGE TO PRIVATE PROPERTY UNKNOWN

43-12-19-12

COAB ORLANDO

REC'D IN AAF MSG CENTER 200920Z
EOM

DISTRIBUTION

AFRBS (240)
 AFPMF (3 CYS)
 AFATC
 AFPRO
 APRAD
 APRAS

AFDPS (3 CYS)
 AFAS
 AFSSW
 AFBO
 AFMSF
 TAG

DIR. FLYING SAFETY
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