

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	FIELD OFFICER TO USE THIS SPACE TYPE, MODEL, AND SERIAL	ACCIDENT NO.		
PRELIMINARY REPORT RECEIVED	12-13			8.678-D	11.0.1.1-11
FORM 14 RECEIVED	2-26				
EVALUATED BY					
VALUED BY					
CHECKED BY					
COPIED BY					
		NO. AIRCRAFT INVOLVED			

Section A—GENERAL INFORMATION

1. Place of Accident: State, County, Nearest Town, Distance and Direction from Same. 75-617
 2. Nearest Army Airfield, Distance and Direction from Same. 7560-5

No. - Bollinger - Zalma - 2 miles Northeast Walden A.A. Fld - 38 Mi. NNW

3. Was Collision With Other Aircraft? Yes No

4. AF Nos. of Aircraft Involved (File separate Form 14 for each aircraft) _____ DATE 13 Dec 44 HOUR AND TIME ZONE 0215 CWT DAY NIGHT

Section B—AIRCRAFT

1. AIRCRAFT NO. 43-16047 2. TYPE MODEL SERIES C 47 F A 3. HOME STATION Malden Army Air Field, Malden, Mo.

4. AIR FORCE OR COMMAND T.C.C. SUBCOMMAND I.T.C.C. WING 61st T.C. GROUP NO. AND TYPE 815 AAF Base Unit SQUADRON _____

5. DATE OF MANUFACTURE 10 June 44 TOTAL HOURS 734:10 DATE LAST OVERHAUL None OVERHAULING DEPOT OR SUB-DEPT Airplane received new 2 Aug 44 HOURS SINCE OVERHAUL _____

6. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for noncompliance _____

Section C—OPERATOR (Person at controls at time of accident)

1. LAST NAME Moser FIRST NAME Robert MIDDLE INITIAL M. GRADE 2d Lt BRANCH A.C. ASN 0829532 SEX M AGE 26

2. ATTACHED STATION Malden A.A. Field AF OR COMMAND T.C.C. SUBCOMMAND I.T.C.C. WING 61 TD GROUP NO. AND TYPE 815 AAFBU SQUADRON T

3. ASSIGNED STATION Same AF OR COMMAND Same SUBCOMMAND Same WING Same GROUP NO. AND TYPE Same SQUADRON Same

4. AERONAUTICAL RATING? Yes No PRESENT RATING Pilot DATE RECEIVED 15 Apr 44 5. NORMAL DUTY STATUS Pilot

Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)

FLYING TIME	1ST PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	Fill in Items 8 and 9 only if operator was student in training or rated pilot in CIB, OTU, etc.	10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES		
1. TOTAL HOURS	<u>318:55</u>	<u>463:15</u>	8. TRAINER CLASS NO. AND SCHOOL, OTU, CCTS, ETC. <u>Phase III, I.T.C.C. RTU</u>	(Primary) <u>Bennetsville, SC, Oct, 1943 to Nov, 1943</u> (Basic) <u>Shaw Fld, S.C., Dec, 1943 to Feb., 1944</u> (Advance) <u>George Fld, Ill, Feb., 1944 to Apr., 1944</u>		
2. HOURS THIS TYPE	<u>55:30</u>	<u>83:25</u>	9. PHASE AND HOURS IN THIS PHASE			
3. HOURS THIS MODEL	<u>53:30</u>	<u>73:10</u>	PHASE <u>III</u> DUAL OR COPILOT <u>11:45</u> SOLO OR 1ST PILOT <u>39:20</u>			
4. HOURS LAST 90 DAYS	<u>81:55</u>	<u>36:00</u>	11. INSTRUMENT RATING	If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in items 13 through 17.		
5. HOURS LAST 30 DAYS	<u>21:35</u>	<u>19:25</u>	TYPE <u>White</u> DATE <u>6 Mar 44</u>			
6. HOURS LAST 24 HOURS	<u>4:45</u>	<u>0</u>	LAST CHECK STATION <u>George Fld</u> DATE <u>6 Mar 44</u>			
7. ACTUAL COMBAT HOURS	<u>None</u>	<u>None</u>	12. Was operator on instruments at time of accident or immediately before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
				13. TOTAL—INSTRUMENT	<u>16:45</u>	<u>17:45</u>
				14. INSTRUMENT LAST 6 MON.	<u>12:40</u>	<u>17:45</u>
				15. INSTRUMENT LAST 30 DAYS	<u>5:00</u>	<u>6:10</u>
				16. NIGHT, LAST 6 MON.	<u>30:00</u>	<u>25:55</u>
				17. NIGHT, LAST 30 DAYS	<u>11:15</u>	<u>8:15</u>

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 ARMO. RATING (Symbols)	SERIAL No.	GRADE AND BRANCH OF SERVICE	PERM. CLASS. SYMBOL (AAF Reg. 15-1)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION	FATAL MAJOR MINOR NONE MISSING UNKNOWN		PARACHUTES		
							Yes	No	Used	Successful	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
P	Moser, Robert M.	P	0829532	2d Lt, AC	218	ITCC, 815 AAF BU, Malden	Fatal	x			
CP	Ratay, Emil P.	P	T-65456	F/O, AC	218	ITCC, 815 AAF BU, Malden	Fatal	x			
AE	Schauss, William H.	AE	35732429	Cpl, AC	38	ITCC, 815 AAF BU, Malden	Fatal	x			
RO	Newell, Kenneth H.	RO	39208274	Cpl, AC	38	ITCC, 815 AAF BU, Malden	Fatal	x			

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

Complete Wreck 4

2. TO ENGINE

Complete Wreck 4

Complete Wreck 4

3. TO PROPELLER

Complete Wreck 4

Complete Wreck 4

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)

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 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

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

Section J—AIRPORT AND FACILITIES AND AIRWAYS

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

1. EXPLAIN

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? **Ceiling unlimited, visibility unrestricted.**

Wind WNW 6 MPH

E 17

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

WEATHER OFFICER
(Name, Grade, and Station)

Hugh E. Garrison
H. E. GARRISON, 1st Lt., AC, Malden Army Air Field, Mo.

Section L—GENERAL INFORMATION

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

2. WHAT WAS THE MISSION?

Transition Training

3. DID FIRE OCCUR UPON
CRASHING?

Yes No

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

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

6. KIND OF CLEARANCE (Attach Form 28)

FROM

TO

OR LOCAL

STATION OF LAST DEPARTURE

Local

Local Transition

Malden A.A. Fld.

7. IF UR FORM 14 HAS BEEN SUBMITTED ON ANY FRATURE INVOLVED IN THE ACCIDENT, GIVE UR No. AND DATE

No.

DATE

EXPLAIN FULLY AND ATTACH COPY

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED 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

2nd Lt. Robert M. Moser and his crew took off from Malden A.A.F. at approximately 0030, 13 December 1944, in airplane #43-16047 after completing 3 hours and 15 minutes of glider tow under the supervision of his instructor, 1st Lt. Guy C. Wallis. The mission was to be a routine training flight to complete two hours of optional flying time.

One hour and 45 minutes later, aircraft #43-16047 crashed two miles northeast of Zalma, Missouri, in a rough, wooded area. The crash and resulting explosion attracted the attention of Mr. L. A. James and his wife who live a mile and a half from the scene of the crash and were the nearest inhabitants. Mr. James investigated and reported the crash to this station. There were no witnesses that saw the actual crash. Mr. James stated that both he and his wife had heard an airplane flying over his house a few minutes prior to the time of the crash but they had not heard anything unusual, such as an airplane flying extremely low or having engine trouble.

The scene of the accident gave very little evidence as to the possible cause or causes that resulted in the crash. The plane, flying from north to south at a speed estimated by the Accident Board to be between 180 and 200 MPH hit the tree tops in a left wing low attitude of 45 degrees or more, sliced through 36 yds. of trees, glanced from the top of the first ridge, shown in accompanying diagram, and exploded upon impact with the next ridge. While the apparent attitude of the airplane was left wing low, the direction of travel was straight forward, more or less eliminating the possibility of a spiral.

The Aircraft Accident Committee submits the cause as undetermined as there was no supporting proof of a determined cause. A number of possible causes are submitted as follows:

1. The possibility of a forced landing or instrument let-down was slight because of the speed at which the aircraft struck the ground. Also a pilot on instruments would be more alert concerning his altitude. Substantiating this is the fact that no radio contact with Advance Radio had been made requesting permission to work a range problem.

~~2. Engine failure does not seem plausible because of the fact that the blades of both propellers were bent in a manner which indicated they struck the ground under power.~~

(Cont'd on Supplemental Page 1, Section M)

3 C
85

2. RECOMMENDATIONS

Due to the circumstances and conditions surrounding this accident, no recommendations can be made by this committee.

3. ACTION TAKEN

All rated personnel of this station are being directed to exercise more diligence in checking their altitude above the terrain. Emphasis is also being placed upon variations of the terrain elevations in the local flying area. While they are not great in this area, and the elevation at the scene of the accident was only 204 feet above the local field elevation, it may have had a bearing on this accident.

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.		STATION: Malden Army Air Field, Malden, Mo.	
NAME—MEMBER JACOB P. SARTZ, JR.	NAME—MEMBER ROBERT F. SMITH	NAME—INTELLIGENCE OFFICER VERN A. OFFENLANDER	
GRADE Major	GRADE Capt	GRADE 1st Lt.	ORGANIZATION 815 AAFBU
ORGANIZATION 815 AAFBU	ORGANIZATION 815 AAFBU	ORGANIZATION 815 AAFBU	
NAME—MEMBER KIDURN LEWIS	NAME—MEMBER FRANK K. RAYMOND	NAME—RECORDS	
GRADE 1st Lt.	GRADE Major	GRADE	ORGANIZATION
ORGANIZATION 815 AAFBU	ORGANIZATION 815 AAFBU		

Section M - DESCRIPTION OF THE ACCIDENT (Cont'd)

3. There is a possibility that the pilot failed to change gasoline tanks and did not succeed in getting his engine started again before impact with the ground. There was, however, a sufficiency of gasoline on board as evidenced by the fact that the aircraft exploded and burned with terrific heat. Also pieces thrown clear of the wreckage by the explosion had definite odor of gasoline upon the arrival of the Investigating Committee.

4. The possibility of vertigo was suggested, but it is felt that it would have been very improbable that both pilot and co-pilot were afflicted at the same time.

5. The possibility of "buzzing" seems the most probable because of the speed and the low altitude. However, there are no cities, bridges, night clubs, etc., in the area which most pilots usually pick out for "buzzing." In fact the area in which the crash occurred is quite ~~isolated and there would be very few, if any, lights or signs of inhabitants at this time of night.~~

6. There is the possibility that the pilots might have set their altimeters at the wrong altitude indication. However, due to the number of landings that had been previously made while on glider tow, it is felt by this committee that such an error would have been detected. It is possible that the pilots could have misinterpreted the altitude indication on the altimeter, however, it is hardly likely they would be intentionally flying over this area at an altitude which would allow them to misinterpret to an error of this degree.

7. There is a remote possibility that the pilots might have been using the automatic pilot and that some difficulty might have arisen from that source. However, due to the condition of the wreckage, it was utterly impossible to determine anything concerning such a possibility.

(Cont'd on Supplemental Page 2, Section M)

Section M - DESCRIPTION OF THE ACCIDENT (Cont'd)

There were no witnesses to the accident, and the condition of the wreckage was such as to preclude any possibility of determining a positive cause for this accident. The Accident Committee must, therefore, classify this accident as undetermined.

AIRPLANE FLIGHT REPORT - DISBURSING

INSPECTION STATUS				SERVICING BY STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)										
DATE OF OR HOURS DUE	INSPECTED TODAY			FUEL (GALLONS)		OIL QUARTS								RADIATOR CHECKED
	BY	STATION		SERVICED	IN TANKS	No. 1		No. 2		No. 3		No. 4		
PRE-FLIGHT	12-12-44	O	O			SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	
DAILY	12-12-44	O	O											
25 HOURS	733155			100	800		100		100					
50 HOURS	733155			200	800		100		100					
100 HOURS	783155			300	800		100		100					
				4TH	990									
				5TH										

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS	C	CARDIN	MAAF
PHOTOGRAPHIC			
NAVIGATION			
RADAR	C	CARDIN	MAAF

STATUS TODAY		EXPLANATION:
1.	2.	
/		COMPASS SWING DUE
		OIL LEAK RT. ENGINE

EXCEPTIONAL RELEASE

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

ON 488
ZVIQLIT

RELEASED FOR FLIGHT { 1 _____ 3 _____
2 _____ 4 _____

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

CONFIDENTIAL & SECRET EQUIPMENT INSTALLED

#1 RT. OIL PRESS READ LOW ON GROUND BUT OK CRUISING.
RICHARD T. BENEY 2ND LT. AC

RT. OIL PRESSURE GAGE BLOWN OUT AND FOUND OK
T/SGT. STEENSLAND

#1 DONAHUE HM OK.
#2 LEFEVRE R. OK.
#3 FLANAGAN R. OK.
#4 OK. ZVIQLIT DM 2ND

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	No. 1	No. 2	No. 3	No. 4
HOURS TO DATE	718:25	718:25		
HOURS TODAY	11:00	11:00		
TOTAL	729:25	729:25		
OIL CHANGE DUE	E.C.	E.C.		
LONG-CLEANSING DUE	733:55	733:55		
AIRCRAFT	HOURS TO DATE		718:25	
	HOURS TODAY		11:00	
	TOTAL		729:25	

GAS SERVICED #1 STEENSLAND

A TRUE COPY:
Edward A. Koziboski
EDWARD A. KOZIBOSKI,
1ST LT. AIR CORPS
PRODUCTION INSPECTION OFFICER.

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
12-12-44	AIR FORCE U.S.A.	COMPONENT	ENGINE MODEL R-1830-92	
STATION MALDEN, MD.	COMD., SERV. COMD. OR DEPT I.T.C.C.		SERIAL NO.	SERIAL NO.
CREW CHIEF OR INSPECTOR T/SGT STEENSLAND	GROUP N.I. AND TYPE 615TH B.U.	AIRCRAFT MODEL C-47A	SERIAL NO.	SERIAL NO.
	SQUADRON NO. AND TYPE # 11	AIRCRAFT SERIAL NO. 05-16047	TOTAL FLIGHT TIME → 11:00	

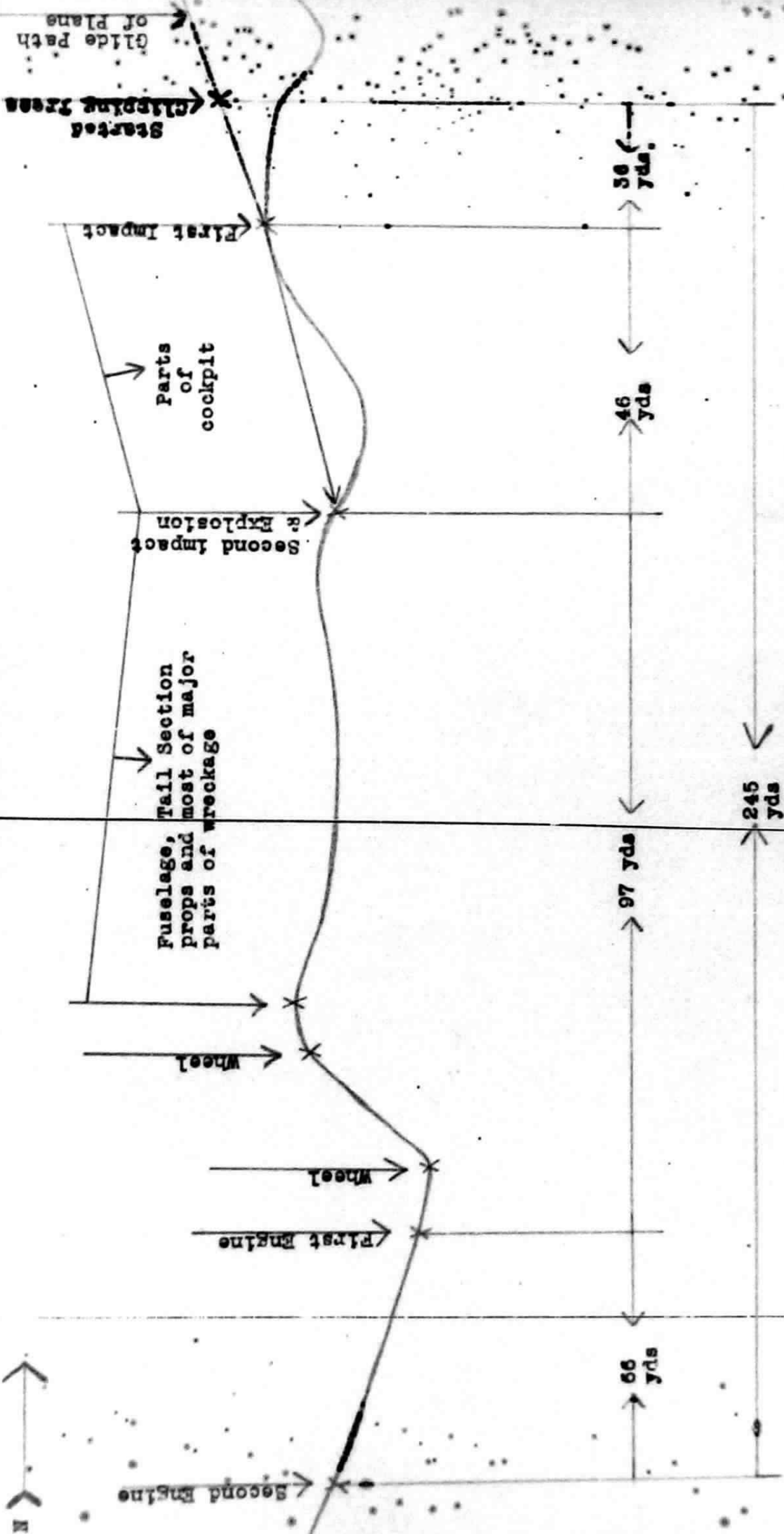
The oil leak on the right engine was investigated by questioning the crew chiefs. It was found that the right engine was throwing oil slightly, as most engines usually do, and it was written up by the crew chief so that the attention of the Maintenance Crews would be attracted.

Kilburn Lewis

**KILBURN LEWIS,
1st Lt., Air Corps,
Member, Aircraft Accident Committee.**

Scene of Accident C-47A, 43-16047
PILOT: ROBERT M. MOSER, 2nd Lt.
DATE: 13 December 1944
Elevation .. 500 ft.





Cross Section of Terrain
 Scene of Accident C-47A, 43-16047
 PILOT: ROBERT M. MOSER, 2nd Lt.
 DATE: 13 December 1944

LOCAL CLEARANCE
Tactical Phase

Date 12/12

NAME, RANK, AND DUTY OF ALL OCCUPANTS WILL BE LISTED BELOW

INST E Schauss, Wm. Cpl.

P Moser, Robert M. 2nd Lt. AE

CP Ratay, Emil P. F/O RO Newell, Kenneth Cpl.

CI ABO

Time of take-off 2100 Airplane Field No. 11

Time of return 03:00 AAF Plane No. 43-16047

Destination Local Type C-47

Mission L.T. - Bundle drop Approved:

/s/ R. M. MOSER 2nd Lt.
Pilot's Signature

G G D

(This form must be filled out properly and filed with Operations before flight)
(LIST ALL PASSENGERS ON REVERSE SIDE)

Form SFT - 18A

"A TRUE COPY"

Kilburn Lewis
KILBURN LEWIS, 1st Lt., AC
Ass't Operations Officer.

Ch B

R E S T R I C T E D

I N D E X

I N D E X

REPORT OF AIRCRAFT ACCIDENT

C-47A 43-16047

- EXHIBIT A. WD, AAF FORM 14 - REPORT OF AIRCRAFT ACCIDENT
" B. LOCAL CLEARANCE
" C. WD, AAF FORM #1A
" D. CROSS SECTION OF TERRAIN
" E. SCENE OF ACCIDENT MAP
" F. PHOTOGRAPHS (2 pages)

R E S T R I C T E D

Basic: AAF Form No. 14, 2nd Lt. Robert M. Moser (Pilot), MAAF, Malden, Mo.,
dtd 13 Dec 44.

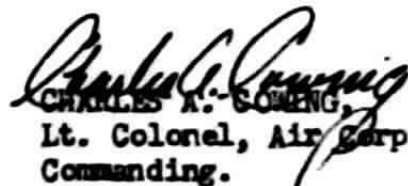
1st Ind. co/CAC/rma
Headquarters, Malden Army Air Field, Malden, Missouri, 21 December 1944.

TO: Commanding General, AAF, Winston-Salem 1, North Carolina. ATTN:
Chief, Flying Safety.

1. Action of the board read and understood and is approved in its entirety.

2. Corrective action cannot be taken as cause of accident cannot be determined. This accident is to be used as an illustration against "buzzing", in spite of the fact there is no definite proof that the cause was low flying.

3. Subject report is being forwarded in accordance with existing regulations.


CHARLES A. SOMERS,
Lt. Colonel, Air Corps,
Commanding.

#1
Looking North:
Where plane first
started clipping
the trees



815 BU-13 DEC 44-1778 CRASH C-47A A3-16047
RESTRICTED

#2
Looking North:
From point of first
impact on top of
first ridge in
diagram



#3
Looking South:
From point of first
impact



815 BU-13 DEC 44-1778 CRASH C-47A
RESTRICTED

#4
Looking North:
From second ridge
where explosion
occurred.



#5



#6



1564

RECEIVED
1944 DEC 11 07 41

A.F.
SCHOOL COMMAND.

A36

WA217 0A93

GHT UAT UOH UHY WAR

AMS UHY UOHX NOV V UOHX NB R 66 VD R

UOHX-T-KC 474

UOHX-T-OSA

FM COMMANDING OFFICER C C T S I T C C WALDEN ARMY AIR FIELD
MALDEN MISSOURI

TO COMMANDING GENERAL AAF WASHINGTON 25 DC

TO COMMANDING GENERAL AAF WINSTON SALEM 1 M C. ATTN CHIEF
OFFICE OF FLYING SAFETY

TO HEADQUARTERS I T C C STOUT FIELD INDIANAPOLIS 6 INDIANA
ATTN A-3 SECTION

TO OFFICE OF FLYING SAFETY CITY HALL KANSAS CITY MISSOURI
ATTN LT COL CHURCHILL

TO COMMANDING OFFICER 61ST TROOP CARRIER WING SEDALIA AAF
WARRENSBURG MISSOURI

MESSAGE

86/19/15
13-19

Handwritten: 1494
107
file

1494

RECEIVED

1944 DEC 13 20 '20

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

A57

WC324

AVS V WHV NR62 NISROUTE

WHV V WOHV NR148 VD R

FM COWING GOAD MAAF CCTS ITCC MALDEN ARMY AIR FIELD MALDEN MISSOURI

DECEMBER 131621Z TJS

TO COMMANDING GENERAL AAF WINSTON SALEM NC

ATTN CHIEF OFFICE OF FLYING SAFETY

CRNC

A 13 DEC 1944 PD 0215CVT CMA TWO MILES N OF ZALMA CMA MISSOURI

B C-47A CMA 43-16047 CMA 815 AAFBU CMA MAAF CMA MALDEN MO PD

COMPLETE WRECK PD SURVEY

C PILOT ROBERT M MOSER 2ND LT CMA 0629532 CMA SQDN T CMA 815 AAFBU

ITCC CMA MAAF CMA MALDEN MO PD FATAL PD

D SAME

E ~~CO PILOT ENIL P RATAY F/O T-65456 CMA 815 AAFBU ITCC PD FATAL~~

ENGINEER WILLIAM H SCHAUSS CPL 35732429 CMA 815 AAFBU

ITCC PD

FATAL

RADIO OPERATOR KENNETH M NEVELL CPL 39208274 CMA 815 AAFBU ITCC

PD FATAL

F UNKNOWN

G UNKNOWN

H UNKNOWN

I LOCAL

J TRAINING

K CAUS CMA WIND WHV 6 MPH

L UNKNOWN

M AFSCO NOTIFIED PD GROUP I PD

END MESSAGE 157

1913Z

SUPPLEMENTAL C-47A 43 0438 10047 WALDEN ARMY AIR FIELD MISSOURI

13 DECEMBER PILOT ROBERT H NOSER PD

F COLLISION WITH GROUND IN WOODED AREA PD APPARENT LOW FLYING
CNA PLANE STRUCK GROUND AT 45 DEGREE ANGLE PD POSSIBLE PILOT
WORKING RANGE PROBLEM CNA ADVANCE RANGE CNA NO
G APPARENTLY NONE

H POSSIBLE PD NO WITNESSES

L NONE

END NHOP-158

COUING COAB

21362

45-12-13-11