

DECLASSIFIED

DOD DIR. 5200.9, Sept. 27, 1958

NWD by *[signature]* date Feb 27, 1959

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND
INCIDENT REPORTS

1940 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

- MICROFILMED BY

SECURITY AND SERVICES BRANCH

ACO MICROFILMING JOB NR D-482-1

Pilot deceased.

Signature _____

Pilot.

(29) STATEMENT OF ACCIDENT CLASSIFICATION COMMITTEE (give complete causal statement, amplifying the pilot's statement where necessary to explain the cause):

1. The primary cause of this accident can not be determined from the evidence so far available. However, the immediate cause of the crash appears to be the structural failure of the left wing and aileron at a spanwise station about half way between the landing light and the wing tip. The damage to the wing structure leading to the failure can not be attributed to any particular one of the possible causes. Other than the left outer wing panel part and aileron, the airplane was so badly broken and burned in the crash that study of other parts was impossible.

2. Weather - Clouds in vicinity of accident were very low and visibility restricted due to heavy rain shower; considerable wind and lightning being reported. C.A.A. weather sequences do not show such a condition. The condition of rain, wind, and lightning was verified by a number of reliable witnesses.

(Continued)

(30) RECOMMENDATIONS:

No recommendations.

Each member of the Committee has read and understands A. C. Circular No. 15-14, A. R. 95-120, and N. A. C. A. Report No. 576.

The above statement and recommendations, and the classification and analysis shown on the reverse hereof, are the consensus of opinion of this Committee.

Signed Paul H. Kemmer Colonel, A.C. Member
(Name) (Rank) (Designation)
Signed Charles H. Craig Major, A.C. Post Oper. Off.
(Name) (Rank) (Designation)
Signed Harvey E. Jones, Jr. Major, A.C. Asst. Post Oper. Off.
(Name) (Rank) (Designation)

(31) REMARKS AND RECOMMENDATIONS (accomplish only if this report is initiated at other than the home station):

Station _____ Date _____ Signature _____

(32) REMARKS AND RECOMMENDATIONS:

Report concurred in.

ENCLOSURES (line out those not applicable):

~~Photographs~~
~~Certificates of principal witnesses~~
~~Exhibits A to X~~

Station Wright Field, Dayton, Ohio Date September 18, 1942

Signature A. E. Jones, Colonel, Air Corps
Commanding.

RESTRICTED

COPY

~~CONFIDENTIAL~~

TES:bw

WAR DEPARTMENT
TRAINING FILM PRODUCTION LABORATORY
WRIGHT FIELD BRANCH

Wright Field, Dayton, Ohio

May 13, 1942

SUBJECT: Investigation of Personnel

TO: Chief, Investigational Unit, Air Plant Protection Branch,
Wright Field, Dayton, Ohio.

1. It is requested that a thorough investigation be made of the honesty and integrity of the employees listed below, of the Training Film Production Laboratory, Signal Corps, Wright Field, Dayton, Ohio, whose duties may involve matters of a confidential or secret nature:

(a) Rush A-1 Priority:

(b) Routine Priority:

Charles Watson (As shown on list)

/s/ "T. E. SIBERT" /s/

T. E. SIBERT
1st Lt., Sig. Corps
Ass't Executive Officer.

(Appendix No. 1)

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VLB/mh 20

PERSONAL HISTORY DATA

Case No.: **OW-2 (1292)**

Wright Field, Ohio
August 11, 1942

Name: **CHARLES WILLIAM WATSON**

Address: **44 Bond Street, Dayton, Ohio**

Photo

Date and place born: **December 8, 1910 in Owensboro, Kentucky**

U. S. Citizen: **Yes** Nationality: **American**

Date Naturalized: Certificate No.:

Place Naturalized: Court:

Male: ☒ Single: Height: **5'11-1/2"** Build: **Medium**

Female: Married: **Divorced** Weight: **160 lbs.** Complexion: **Dark**

No. Dependents: Eyes: **Brown** Hair: **Brown**

Scars and Marks: **Scar on left leg between ankle and knee**

Fingerprint Classification: **(13) 21 W 0 14**
19 W 1 13

Date, Place of Classification: **March 4, 1941 at Wright Field, Dayton, Ohio.**

Criminal Record: **None disclosed - Dayton, Ohio, Owensboro, Kentucky, and St. Albans, West Virginia Police Departments checked.**

Grammar School: **Completed 8th Grade**

High School: **Completed 12th Grade (Verified)**

College: **Air Corps Technical School of Aerial Photography**

Affiliations: **None**

Date Employed: **March 4, 1941**

Place: **Wright Field, Dayton, Ohio.**

Designation: **Sr. Photographer**

Civil Service Rating: **CAP-5, \$2000 p.a.**

Temporary:

P. A. I. E.

Section/Branch: **Training Film Production Laboratory - Signal Corps**

Unit/Laboratory:

Discretion: **?**

Integrity: **?**

Loyalty: **?**

REMARKS:

~~CONFIDENTIAL~~ ~~COPY~~

***** AUXILIARY STATE HIGHWAY PATROL ***
LANCASTER POST

Newark, Ohio.
September 8, 1942.

TO - The Commanding Officer, State Highway Patrol.
From - The Commanding Officer, Lancaster (Auxiliary) Post.
Subject - Airplane Crash, Newark, Ohio. (TO-day 12:03 PM).

Time of Crash, about 12:03 PM September 8th, 1942.

Weather conditions, raining very hard, local storm, not much wind, which was from West-Southwest. Little if any lightning.

Visibility, almost nil, clouds very low, estimated at about 1,200 to 1,500 feet, dark gray to bluish black.

Temperature, about 75 (Dry, F.)

Plane came in over City, about 12:00 M. travelling from west to east, but evidently lost, or in distress, and checking position by land mark. They were on the T.W.A. beam, East to West course, which planes pass almost hourly over my office. It was at that time only partly visible.

Plane continued evidently eastward, evidently circled, and returned in about one minute, passing over our office building, (which is a three story, concrete and brick structure) at an elevation of not over one hundred feet (100'), and about twenty five feet (25') to the south of, and above the building.

They evidently were losing altitude rapidly, for as they continued in a westerly direction, they just grazed the top of some trees in the Licking County Jail Yard, and narrowly missed hitting this structure. (Evidence from competent eye witness)

All motors were apparently full on, and seemed to be functioning perfectly. Plane at that time was intact. Raining extra-ordinarily hard.

At the point where it narrowly missed the County Jail, it shot up into the Air, turning in a sharp angle to the north (right) and I immediately ran to a north window of our office, where I was an eye witness to the rest of the accident.

Plane was then about three or four blocks to the north and a little east of my position, and about one thousand feet (1,000'). Rain had ceased a little in the north and visibility was a little clearer. Plane had leveled off and was again going east.

It almost immediately turned, and from what I could see, it had lost the rear end of the fuselage, and the rear rudders and control structure. We could see what appeared to be this part of plane in air, falling. Also two other objects were also falling between that part and the plane. This was evidently two occupants of the plane, who had baled out. Their parachutes did not open.

Plane almost immediately went into a nose dive, at this point. I was very particular to notice that at this time, both wings were intact, but it did not have the tail structure. At least the wings were of equal proportion, for it was coming down, in a semi-circular spin, (not a complete circular tail spin).

There was no smoke visible, coming from the plane, when in this dive.

Exhibit "L-3"

Time was then 12:03 PM and possibly a few seconds after. I immediately proceeded to telephone, putting in an emergency crash call over L.D., to the Hebron Post of the State Highway Patrol, 10 miles distant. Giving my name, location, and reporting "Airplane Crash, in the City of Newark, Ohio., location evidently east of Hudson Ave. and north of Church Street. Report the same to State Headquarters, and to U.S. Army, for it is evidently an Army plane, of the medium Bomber type."

I then proceeded almost immediately to the scene of the crash, which was at the corner of Hudson Ave. and Wyoming Street, and reported to City police for duty, using my CD. O.S.H.P.A. identification card.

Plane in coming down, one wing had hit a frame home, the second hit a house to the south of Wyoming Street, owned by a Mrs. Weston, cut through the roof, taking off part of the roof and second or top floor. It then careened to the north, through a brick-frame stucco Apartment building (three story affair) completely demolishing this building, all but the east or rear wall. The fuselage or cabin, going completely through the structure, to the basement, burying itself in the ground there. The other parts, wings, propellers and motor parts, flew in all directions, principally north, up Hudson Ave., and other parts going across Wyoming Street, striking the old stone Church Office of Dr. Jones, killing what was through to be a woman pedestrian or occupant of one of the homes. She was pinioned up against the south wall of the building.

Streets, yards and nearby homes were littered with flying parts of plane and wreckage of other homes. All three homes were then on fire, from crash explosion and spraying gasoline.

Fire Department was evidently not prepared to handle a major catastrophe of this magnitude, with the proper chemicals, as only water was being used. Lack of adequate equipment, such as hose, ladders, was especially noticeable.

As it was at the noon hour, and although still raining briskly, immense crowds immediately gathered, and became unruly, and hard to handle. All apparently bent on getting souvenirs, taking picture, etc.

Firemen soon localized the fire, to the main building, where gasoline tanks had bursted, and police began to drive the crowds back and away from the scene of disaster, evacuating the streets, and blocking all avenues of approach. In this they were ably assisted, by hundreds of well drilled Civilian Defense Auxiliaries, Police, Fire, First Aid, Air and Fire Wardens, and State Highway Patrol Officers.

We, as soon as we could get close to the fire, began the search for bodies, Air Corps confidential code or log books, bomb sights, machine guns, ammunition, being careful to preserve as much as possible any or all evidence, for Army Air Corps examination.

One body, evidently an Officer-occupant, was found about two blocks east of the scene, on the concrete ramp of the B. & O. Freight Depot, badly mangled, parachute evidently opened, but due to rain or low altitude, in jumping, it did not function.

Another, also an Officer-occupant, landed on the home and office building occupied by Dr. Lewis Mitchell, about a block east and one block south, going through the roof to the second floor, decapitating same, and horribly mangling, almost beyond identification. His parachute had evidently, opened, but did not have time to open.

Another body, an occupant, almost beyond possible chance of identification, was found

near the base of the large tree, standing on south east corner of Wyoming and Hudson. One noticeable thing was, that most all of the bodies found were utterly devoid of clothing, even shoes and socks, were off of their feet.

Corporal Marriner of the State Highway Patrol, Hebron Sub-Station and Officers of his Patrol, reported at the scene about 12:30 PM and I reported to him for duty, giving him what information I had. He then took over, and assisted the local police in every way possible.

We found, four Army Air Corps, Officers Duffle bags, and turned them over to local police for removal from the rain and under proper guard, for later identification.

I worked around the scene, until about 3:00 PM assisting, and then asked to be relieved, as the City Authorities wished to assume control, until Army Air Corps troops arrived.

I am filing and mailing this report at 4:15 PM on Tuesday afternoon, September the 8th, at Newark, Ohio.

(s) Ralph R. Maccracken

Captain, Commanding Lancaster Auxiliary
Ohio State Highway Patrol
(formerly, Major, Air Corps, U.S. Army.
(A.E.F. France)

Copies to:

Gen. Brett C. of A.C.
Colonel Usher, Wright Field, Dayton.
C.O. 5th. Service Command
Fort Hayes, Columbus, Ohio.
Wm. Konold, District Advisor, American Legion
Central Section.

A TRUE COPY:

Harney Estes, Jr.
HARNEY ESTES, JR.
Major, Air Corps

~~CONFIDENTIAL~~

VLB:pm - 20

September 22, 1942

Chief, Air Plant Protection Branch,
Wright Field, Dayton, Ohio.

CHARLES WILLIAM WATSON, Private, Company A, ASN 15,117,128
Fort Thomas, Kentucky.
Residence: 403 West First Street, Dayton, Ohio.

This report relates to the investigation concerning the residences, associates and actions of Private Charles W. Watson during a brief period before September 8, 1942, the date of his death.

Examination of records and interviews with

Captain Douglas T. Yates, Assistant Executive Officer
Lieutenant John B. Garmany, Animation Department
Lieutenant George H. Barber, Property Officer
Harry L. Hayes, Clock No. 101-18, Coordinator of Production
Harry Bain, Clock No. 101-20, Principal Artist Illustrator
Alexander F. Shaffer, Clock No. 101-26, Principal Personnel Clerk
Roger Fowble, Clock No. 101-27, Principal Property & Supply Clerk
Jack Shaw, Clock No. 101-60, Senior Artist Illustrator
Marguerite "Mickie" Kalix, Clock No. 101-171, Artist Illustrator
of the Training Film Production Laboratory, Signal Corps, Wright
Field, Dayton, Ohio;
Major Charles H. Craig, Operations Office
Lieutenant Clayborn L. Blackford, Operations Office
Ralph Store, Clock No. 19026, Under Clerk, Operations Office
Paul Graves, Clock No. 19065, Senior Aircraft Dispatcher, Operations
of the Flight Section, Wright Field, Dayton, Ohio
Bernice Denton, Clock No. 9452, Assistant Clerk Stenographer,
of Aircraft Radio Laboratory, Wright Field, Dayton, Ohio;
Clair Hermann, Clock No. 90134, Jr. Clerk Stenographer
of Industrial Planning Branch (Steele High School), Wright Field,
Dayton, Ohio;
Mrs. Ida B. Morris, 403 West First Street, Dayton, Ohio.
Mrs. Mamie I. Stillwell, 44 Bond Street, Dayton, Ohio

disclosed the following:

1. Charles W. Watson was employed At Wright Field, Dayton, Ohio, as a

Exhibit "Z-1"

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civilian on March 5, 1942, and was assigned to the Training Film Production Laboratory as a photographer, Clock No. 101-34. Following intermediate promotions, on May 1, 1942 he was promoted to Senior Photographer. In letter dated August 13, 1942, subject requested his release from the Training Film Production Laboratory, stating he desired to enter active military service, and same was granted effective at the close of business August 18, 1942.

2. Investigation, involving extensive interviews with subject's superiors and fellow employees at the Training Film Production Laboratory, Wright Field, indicates that until about six or eight weeks previous to subject's death he had appeared to be a very quiet, backward sort of person, intensely interested in his work, and a very good employee. In the opinion of those with whom subject worked and associated, something seemed to have come into his life about six or eight weeks prior to the accident, which changed his entire make-up; subject became jolly, friendly, and at times carefree, and began to drink considerably, although he seldom became intoxicated to any extent. Subject gave a number of his associates the impression that he was a civilian pilot; or that sometime previously he had learned to pilot a plane while with the army as a photographer. He had remarked to some that he expected to go to Buffalo, New York about the middle of August, 1942, to take a test in connection with some CAA position as a pilot. To others he spoke of going to a gunnery school; attending officers training school; studying radio, and numerous other possibilities. It appeared that he was unsettled during the July and August, 1942, period and could not decide upon what future course to pursue.

3. It is reported that he unsuccessfully approached the subject of marriage to at least three different young women in the past few weeks and it is opined by some that he was desirous of companionship.

4. Subject's last day of work at Wright Field Training Film Production Laboratory was August 17, 1942 and he was on Annual Leave on August 18, 1942. However he returned to the Field August 20, 1942, and on numerous occasions between August 20 and September 8, 1942, to visit former fellow-employees and friends. He offered varied and indefinite explanations for his being back to Wright Field on so many occasions, although he claimed to have enlisted in the Army Air Forces in Cincinnati on August 18, 1942.

5. During the month of July, 1942, subject injured his left arm slightly, but was advised by a doctor not to use it extensively for about four weeks. On the strength of the doctor's advice, he obtained sick leave from July 13, 1942 to July 24, 1942, during which time he made a motorcycle trip to Canada. He mailed two postcards to one of his fellow-employees from Toronto, Canada, on July 20 and July 22, and in the latter mentioned that he expected to go to New York.

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6. Subject has made claims to various persons that he at one time served two years in the Canadian Air Force. He is also reported to have stated that the purpose of his trip to Canada in July, 1942, was to enlist in the Canadian Air Force as a pilot.

7. Until August 27, 1942, subject had rented a room at 44 Bond Street, Dayton, Ohio; but during the past two or three months, subject also rented another room at 403 West First Street, Dayton, Ohio, and when in Dayton he stayed there. He told the landlady at 44 Bond Street that he was on vacation, and on one occasion mailed her the money for the room rent. No explanation was found for his renting two different rooms.

8. During the early part of August, 1942, subject approached the Supply Officer at the Training Film Production Laboratory, and claimed that he desired to complete some test flights for something in connection with the CAA, and requested the loan of a Government parachute. Although he offered numerous personal explanations and reasons why the parachute should be loaned to him, his request was not granted.

9. Subject called at the Wright Field Identification Sub-Unit on August 15, 1942 and submitted a statement that he had lost his Wright Field Identification Pass and Badge, whereupon he was issued Temporary Badge No. 2618 and a Temporary Pass. When he left the Field on August 17, 1942 he turned in his Permanent Pass and Badge, but retained the Temporary Pass and Badge. The Temporary Pass and Badge was used to gain admittance to the Field on subsequent dates. On Saturday, September 5, 1942, on authority furnished by Assistant Provost Marshal, Captain W. P. Ringo, at subject's request, subject was issued a new Temporary Pass, which would expire September 9, 1942. At this time he was wearing Army clothes and said his Army Serial Number was 15,117,128.

10. Investigation indicates that subject was in Cincinnati, Ohio, on August 18, 1942; in Dayton the evening of August 20; at Fort Thomas, Kentucky, August 21; in Owensboro, Kentucky, on August 22; returned to Dayton August 23, and apparently spent the week in Dayton and Cincinnati. He is reported to have departed Monday, August 31, 1942, for Owensboro, Kentucky, with one Bill Cates, who formerly roomed in the rooming house at 403 West First Street, Dayton, Ohio, where subject had roomed. Cates is not available for interview. Subject returned to Dayton September 5, 1942, and remained here until he departed in the plane for New York on September 8. His time during these three days has been accounted for.

11. On Saturday, September 5, 1942, subject inquired at the Wright Field Operations Office concerning passage to New York by Army aircraft. He was advised that space would be available on a plane which expected to leave Monday morning (September 7, 1942) and if he were on hand with proper indication that he was on Leave from the Army, he would be permitted to travel

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on the plane. Ralph Store, Under Clerk and Assistant Dispatcher, Wright Field Post Operations, states that subject exhibited a regular Leave Form, showing that he was on Leave, and evidenced by same that his passage on the plane was granted.

12. While at Wright Field on September 7, 1942, subject came to the Investigational Unit and reported that he had left some whiskey with the Guard at Gate 6 at Wright Field on the evening of August 20, 1942, and that the Guard had taken same home. This was verified by the Guard.

13. On various occasions, September 5, 7 and 8, 1942, when subject called at the Training Film Production Laboratory, he was observed carrying a pair of aircraft type earphones, and is reported to have remarked that he was to be the radio operator on the trip East on September 8, 1942. Investigation failed to disclose where he obtained the earphones, or for what real purpose he had obtained them.

14. Quoted herewith is an excerpt from a letter written by subject, dated Cincinnati, Ohio August 28, 1942 (but mailed from Dayton, Ohio), addressed to a girl friend: "I would feel a lot better if I went out of this world knowing that some where a sweet girl thought of me as I think of her I mean you. Maybe I sound morbid but I have a hunch".

15. In response to our request for information concerning subject, Major Harry B. Perkins, Director, Internal Security & Intelligence Division, reported the following for the Commanding Officer, Fort Thomas, Kentucky:

"a. CHARLES WILLIAM WATSON, ASN 15,117,128 enlisted at Fort Thomas, Kentucky on August 21, 1942 and was attached to Company A, Reception Center.

b. There is no record at this station of any leave having been granted subject.

c. There were no travel orders issued to subject.

d. Records of Company A, Reception Center show subject A.W.O.L. as of 0600, August 22, 1942. He was carried on Morning Report as such until September 11, 1942, on which date he was shown from A.W.O.L. to death at Newark, Ohio, as of September 8, 1942.

2. No record at Lunken Airport of subject ever having been stationed there.

3. Subject registered at the Gibson Hotel, Cincinnati, Ohio, at 2103, September 4, 1942, as Private Charles W. Watson, Wright Field, Dayton, Ohio, and departed on the 6th. or 7th. without settling his account at the hotel.

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4. In addition, the following information is furnished:

a. It is believed that subject left Fort Thomas on the evening of August 21, 1942, on his own motorcycle.

b. Subject had not been processed and had not received any service clothing at this station.

c. Personal effects of subject left at Company "A" contained a photograph album containing photographs of airplanes.

d. Subject registered at the Gibson Hotel in uniform".

16. The investigation failed to disclose any associates or connections of a questionable character, although subject is reported to have occasionally patronized second rate drinking places. There is considerable indication, especially during the last two months, that subject was given to spells of melancholy; that he told numerous fanciful tales concerning himself; that he became dissatisfied with his work; that he was unable to decide upon a future course. At times, during the past two months, he was definitely "peculiar" and "odd", but nothing was developed to indicate actual insanity.

/s/ Venneth L. Beard

VENNETH L. BEARD,
Assistant Investigator.

APPROVED: /s/ Eugene L. Martin

EUGENE L. MARTIN,
Principal Investigator...

A TRUE COPY:

Harney Estes, Jr.
HARNEY ESTES, JR.
Major, Air Corps

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BULLETIN

1ST LEAD PLANE
NEWARK, O., SEPT. 8.--(UP)--A TWIN-ENGINEED ARMY BOMBER "CAREENED CR
CRAZILY" OVER DOWNTOWN NEWARK TODAY THEN SUDDENLY DIVED OVER THE HEART OF TOWN
AND CRASHED, KILLING AT LEAST TWO FLIERS AND SETTING THREE PRIVATE
HOMES AFIRE. MORE D125PM

SEP 8 42 PM



6247

BULLETIN

NEWARK, O., SEPT. 8.--(UP)--A TWIN-ENGINEED ARMY BOMBER
CRASHED IN DOWNTOWN NEWARK TODAY AND BURNED SETTING FIRE TO TWO HOMES.
MORE D1245P.

SEP 8 42 PM

SEP 8 42 PM

RECEIVED
HQ. AAF., DIRECTOR
OF FLYING SAFETY

ADD PLANE CRASH, NEWARK XXX HOMES.
ONE MAN WAS REPORTED TO HAVE BAILED OUT OF THE SHIP BEFORE IT
STRUCK THE GROUND.
WITNESSES OF THE CRASH REPORTED THAT AT LEAST TWO OTHER MEN WERE
IN THE SHIP.
THE PLANE "CAREENED CRAZILY" OVER THE HEART OF THE CITY THEN
DIVED SUDDENLY, STRIKING FOUR HOUSES AND THE FIRST CHRISTIAN
CHURCH BEFORE IT HIT THE GROUND, WITNESSES SAID.

D1246P

RECEIVED
HQ. AAF., DIRECTOR
OF FLYING SAFETY

6247XX
BULLETIN

1ST LEAD PLANE
NEWARK, O., SEPT. 8.--(UP)--A TWIN-ENGINEED ARMY "CAREENED C

M31-(1342 ENT MORF

C210

ADD 2ND LEAD PLANE, NEWARK XXX DEAD.

WITNESSES SAID THAT "AT LEAST TWO OTHERS" WERE ABOARD THE SHIP.
ARMY BOMBERS OF THE B-25 TYPE ARE FIVE-PLACE PLANES.

THE PLANE WAS SAID TO HAVE CIRCLED NEWARK FOR SEVERAL MINUTES
BEFORE IT DIVED. WITNESSES SAID THAT THE SHIP APPEARED TO BE OUT OF
CONTROL.

FORT HAYES AND PORT COLUMBUS AIR OFFICIALS REPORTED THAT THEY KNEW
OF NO ARMY PLANES FLYING IN THE NEWARK AREA.

NEWARK POLICE SAID THAT TWO WOMEN IN THE STREET WHEN THE PLANE
CRASHED WERE INJURED AND ADDED THAT "IT WAS POSSIBLE" THAT ONE WOMAN
HAD BEEN KILLED WHEN THE PLANE STRUCK.

POLICE SAID THAT A MRS. PAUL WINSCH AND A MRS. WALTER WALSH BOTH
SUFFERING CUTS AND BRUISES, HAD BEEN TAKEN TO A NEWARK HOSPITAL. THEY
SAID THEY "HAD HEARD" THAT "A WOMAN WAS STRUCK DOWN AND KILLED AS SHE
WALKED ALONG THE STREET CARRYING A ROSARY."

POLICE SAID FOUR ARMY BARRACKS BAGS WERE RECOVERED FROM THE WRECKAGE.
W136P..

3RD LEAD

NEWARK, O., SEPT. 8.--(UP)--FIREMEN AND POLICE, DIGGING THROUGH
DEBRIS IN THE BASEMENT OF A DEMOLISHED APARTMENT BUILDING, LATE
TONIGHT UNCOVERED THE EIGHTH VICTIM OF THE CRASH OF AN ARMY B-25 BOMBER
WHICH WRECKED AND FIRED THE TWO-STORY STRUCTURE AND A PRIVATE HOME IN
A NEWARK RESIDENTIAL SECTION TODAY.

THE BODY OF MRS. JANE WESTON, A RESIDENT OF THE APARTMENT HOUSE,
WAS FOUND IN THE BASEMENT WITH PARTS OF THE PLANE'S FUSELAGE, LANDING
GEAR AND ONE OF ITS MOTORS WHICH HAD RIPPED THROUGH FROM THE ROOF.

(PICKUP 2ND LEAD AT 2ND PGH X X FIVE SOLDIERS, ETC. AND
ELIMINATE REFERENCE TO MRS. WESTON IN 6TH PGH 2ND LEAD.)

GU158A

C213

BULLETIN

PRECEDS NEWARK PLANE CRASH

COLUMBUS, O., SEPT. 8.--(UP)--STATE HIGHWAY POLICE SAID THEY HAVE
RECEIVED REPORTS THAT FIVE PERSONS WERE KILLED IN THE CRASH OF AN ARMY
TWIN-MOTORED MEDIUM BOMBER IN DOWNTOWN NEWARK TODAY-- A CIVILIAN STRUCK
BY THE PLANE AND BURNED BEYOND RECOGNITION, AND FOUR CREW MEMBERS
TWO OF WHOM DIED WHEN THEIR PARACHUTES FAILED TO OPEN AS THEY JUMPED
FROM THE PLANE..

B328P.

SEP 9 42 AM

C214

INSERT 3RD LEAD PLANE, NEWARK AFTER 7TH PGH X X X ABOARD.
PUBLIC RELATIONS OFFICERS AT WRIGHT FIELD CONFIRMED THAT THE PLANE
WAS THE ONE WHICH LEFT THE FIELD AT 11:19 A. M. TODAY FOR WRIGHT
FIELD, N. Y. THEY SAID THAT LIEUT. L. S. LAWVER OF DAYTON, A PILOT,
WAS ABOARD THE SHIP WHEN IT TOOK OFF.

(END INSERT)

S344P..

CZ12

ADD 3RD LEAD PLANE NEWARK XXX RAILROAD.
THE OTHER FLIER WHO TRIED TO BAIL OUT PLUNGED THROUGH THE ROOF OF THE APARTMENT HOUSE AND FELL INTO THE APARTMENT OF A MRS. MARY DAVIS. THE PARACHUTES OF BOTH MEN HAD FAILED TO OPEN BECAUSE OF THE LOW ALTITUDE AT WHICH THE PLANE WAS FLYING WHEN THEY BAILED OUT. THE HOUSEHOLD FURNERAL HOME REPORTED THAT THE BODY OF AN AGED WOMAN, "TOO BADLY BURNED FOR IDENTIFICATION," WAS TAKEN FROM THE WRECKAGE OF ONE OF THE HOUSES. POLICE SAID THEY BELIEVED SHE WAS BETWEEN THE HOUSE AND THE APARTMENT BUILDING AND WAS CRUSHED TO DEATH WHEN THE PLANE STRUCK.

COL. GEORGE L. USHER, COMMANDING OFFICER AT WRIGHT FIELD, SAID THAT A B-25 BOMBING PLANE LEFT WRIGHT FIELD AT 11:19 A.M. FOR MITCHEL FIELD. HE SAID THERE WERE "SIX OR SEVEN" PERSONS ABOARD.

A PILOT NAMED LAWVER (CORRECT) WAS STATIONED AT THE FIELD, ACCORDING TO PUBLIC RELATIONS OFFICERS, BUT IT COULD NOT BE IMMEDIATELY DETERMINED IF HE WAS ABOARD THE WRECKED PLANE.

POLICE SAID THAT A 10-YEAR-OLD SCHOOLBOY WHO WAS NEAR THE CRASH SCENE WAS INJURED BY FLYING DEBRIS.

THE SHIP, WHICH WITNESSES REPORTED "WENT INTO A KIND OF A TAIL SPIN AND POWER DIVE," CAUGHT FIRE SOON AFTER STRIKING THE FIRST HOUSE. AT LEAST THREE PRIVATE HOMES WERE REPORTED TO HAVE BEEN SET AFIRE BY SPARKS FROM THE FLAMING CRAFT. ALL TELEPHONE LINES IN THE NEIGHBORHOOD OF THE CRASH WERE SEVERED.

(PICKUP 4TH PGH 2ND LEAD; THE CRISS BROS. ETC.)

6249P..

BULLETIN

4TH LEAD PLANE

NEWARK, O., SEPT. 8--(UP)--AT LEAST SEVEN PERSONS, INCLUDING ONE CIVILIAN AND SIX FLIERS, DIED TODAY WHEN A DISABLED B-25 ARMY BOMBER WITH ITS MOTORS "RACING TERRIFICALLY" PLUNGED INTO A NEWARK RESIDENTIAL SECTION WRECKING AND FIRING AN APARTMENT BUILDING AND A PRIVATE HOME AND INJURING THREE PERSONS.

MA 564 527

5519P MORE



RECEIVED

HO. AAF. DIRECTOR

OF SECURITY

CZ16

ADD 4TH LEAD PLANE, NEWARK X X X PERSONS.

R. B. HUNTER, OFFICER OF THE DAY OF THE NEWARK FORCE, CONFIRMED THAT THE SIX MEMBERS OF THE LOW WING, FIVE-PLACE BOMBER PERISHED IN THE CRASH AND THAT ONE UNIDENTIFIED WOMAN EITHER WAS BURNED TO DEATH OR CRUSHED TO DEATH.

"THERE MAY BE SOME MORE WHO DIED IN IT," HUNTER SAID. "THEY ARE STILL TAKING BODIES OUT OF THE WRECKAGE."

H SAID THE PLANE CLIPPED THE CORNER OFF ONE HOUSE THEN PLUNGED THROUGH THE ROOF OF A FIVE FAMILY APARTMENT BUILDING TO THE BASEMENT.

"IT STRIPPED OFF THE WHOLE FRONT OF THE APARTMENT BUILDING," HE SAID. "IT LOOKED TO ME LIKE THE WHOLE BUILDING JUST BLOWED UP."

5520P..

NAES

2ND LEAD

NEWARK, O., SEPT. 8.--(UP)--FIREMEN AND POLICE TONIGHT SEARCHED THE RUINS OF AN APARTMENT HOUSE FOR A POSSIBLE EIGHTH VICTIM OF AN ARMY MEDIUM BOMBER CRASH WHICH WRECKED AND FIRED THE FIVE-FAMILY BUILDING AND A PRIVATE HOME IN A NEWARK RESIDENTIAL SECTION TODAY.

FIVE SOLDIERS AND A CIVILIAN, WHO WERE ON THE TWIN-MOTORED BOMBER WHEN IT WENT INTO A "POWER DIVE WITH ITS MOTORS RACING TERRIFICALLY" ABOVE THE TOWN, DIED IN THE CRASH, AND AN AGED WOMAN WAS CRUSHED OR BURNED TO DEATH IN THE STREET.

THE PLANE PLUNGED INTO A HOUSE, SWERVED AND STRUCK THE APARTMENT BUILDING AND THEN CHOPPED OFF THE FRONT OF A CHURCH BEFORE HITTING THE STREET.

OFFICIALS AT WRIGHT FIELD, DAYTON, O., IDENTIFIED THE OCCUPANTS OF THE PLANE AS COL. DOUGLAS M. KILPATRICK, 34, HOUMA, LA., THE PILOT; 2ND LIEUT. LAWRENCE S. LAWVER, 29, WRAY, COLO., CO-PILOT; LIEUT. RUSSELL E. NEWLIN, 30, INDIANAPOLIS, IND.; PVT. CHARLES WATSON, DAYTON, STATIONED AT LUNKEN FIELD, O., AND CORP. R. A. ARENS, DAYTON, WITH THE COAST ARTILLERY AT PATERSON, N. J. THE TWO ENLISTED MEN WERE ON LEAVE AND WERE RIDING EAST IN THE PLANE.

THE OTHER VICTIM IN THE PLANE WAS O. A. PECON, A CIVILIAN GROUND CREW CHIEF AT WRIGHT FIELD.

NEWARK POLICE IDENTIFIED THE WOMAN KILLED ON THE GROUND AS MRS. DOLLY CAMPBELL, NEWARK. ANOTHER WOMAN, A MRS. WESTON, WHO LIVED IN THE NOW DEMOLISHED APARTMENT BUILDING STILL WAS MISSING, AND POLICE BELIEVE SHE MAY HAVE PERISHED IN THE WRECKAGE.

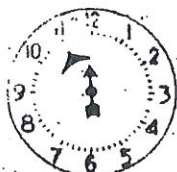
THREE PERSONS RECEIVED INJURED AT THE TIME OF THE CRASH. ONE WOMAN SUF

THREE PERSONS RECEIVED INJURIES AT THE TIME OF THE CRASH. ONE WOMAN SUFFERED A BROKEN BACK.

TWO OF THOSE IN THE PLANE ATTEMPTED TO PARACHUTE TO SAFETY, BUT PRESUMABLY BECAUSE OF THE LOW ALTITUDE THEIR CHUTES DID NOT OPEN.

THE BODY OF LAWVER WAS FOUND TANGLED IN HIS BADLY-SNARLED PARACHUTE ON A B. & O. RAILROAD LOADING PLATFORM.

(PICKUP 1ST LEAD AT 8TH PGH SEP 9 THE ANOTHER FLIER WHO TRIED ETC.)
SD1003P



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5217

ADD 4TH LEAD PLANE, NEWARK X X X UP."

HUNTER DESCRIBED THE DEATH OF TWO CREW MEMBERS WHO TRIED TO PARACHUTE FROM THE PLANE SHORTLY BEFORE IT CRASHED. BOTH MEN WERE KILLED WHEN THEIR PARACHUTES FAILED TO OPEN AT LOW ALTITUDES.

ONE, TENTATIVELY IDENTIFIED FROM HIS BADLY-SNARLED PARTIALLY OPENED PARACHUTE AS LIEUT. L. S. LAWVER, WAS FOUND ON A LOADING PLATFORM OF THE B. & O. RAILROAD.

THE OTHER PLUNGED THROUGH THE ROOF OF A HOUSE A BLOCK AWAY FROM THE CRASH AND FELL INTO THE APARTMENT OF MRS. MARY DAVIS.

PUBLIC RELATIONS OFFICERS AT WRIGHT FIELD CONFIRMED THAT THE PLANE WAS ONE WHICH LEFT THE FIELD AT 11:19 A. M. FOR MITCHELL FIELD, N. Y., WITH SIX CREWMEN ABOARD. THEY SAID FIELD RECORDS SHOWED THAT LIEUTENANT LAWVER OF DAYTON, A PILOT, WAS ABOARD THE SHIP.

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CZ3

BULLETIN

1ST LEAD PLANE

NEWARK, O., SEPT. 9.--(UP)--ANOTHER BODY, THE TENTH TO BE RECOVERED FROM THE SMOLDERING DEBRIS, WAS RECOVERED TODAY FROM THE BROKEN WRECKAGE OF AN ARMY MEDIUM BOMBER THAT SPUN CRAZILY FROM THE SKY AND PLUNGED INTO A NEWARK RESIDENTIAL SECTION WRECKING AND FIRING TWO HOUSES.
--(MORE)2838--

CZ4

ADD 1ST LEAD PLANE, NEWARK X X X XHOUSES.

M

THE CRASH, BELIEVED TO HAVE BEEN OHIO'S WORST MILITARY AVIATION ACCIDENT SINCE THE NAVY DIRIGIBLE SHENANDOAH WAS DESTROYED IN 1925 KILLING 13, TOOK THE LIVES OF TWO WOMEN AND EIGHT OCCUPANTS OF THE LOW-WING B-25 BOMBER, POLICE REPORTED.

THE CRISS BROS. FUNERAL HOME REPORTED THAT THE BODIES OF EIGHT MEN, SEVEN OF THEM FLIERS AND THE EIGHTH A CIVILIAN GROUND CREW CHIEF WERE TAKEN FROM THE SODDEN WRECKAGE WHICH BURNED FOR MORE THAN FORTY HOURS AFTER THE SHIP CRASHED.

THE BODIES OF TWO AGED WOMEN PEDESTRIANS WERE RECOVERED EARLIER.

THE FUNERAL HOME SAID THAT THE BODIES OF FOUR ARMY MEN ALREADY HAD BEEN RETURNED TO WRIGHT FIELD AND THAT FOUR MORE WERE BEING HELD AWAITING THE ARRIVAL OF AN ARMY AMBULANCE.

WRIGHT FIELD OFFICIALS SO FAR HAD CONFIRMED THAT ONLY SIX MEN WERE ABOARD THE SHIP.

THE NINTH BODY WAS DRAGGED FROM THE SMOLDERING WRECKAGE ABOUT 2 A.M. TODAY, POLICE SAID.

(PICKUP 4TH PGH EARLY: NEWARK POLICE ETC.)

W845A.

SEP 9 42 AM

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NEWARK, O., SEPT. 9.--(UP)--THE SODDEN, STILL-SMOKING WRECKAGE OF AN ARMY MEDIUM BOMBER AND TWO HOMES IT WRECKED AS IT SPUN CRAZILY FROM THE SKY AND PLUNGED INTO A NEWARK RESIDENTIAL SECTION YIELDED ANOTHER BODY TODAY, BRINGING THE DEATH TOLL OF THE CRASH TO NINE.

THE CRASH, BELIEVED TO HAVE BEEN OHIO'S WORST MILITARY AVIATION ACCIDENT SINCE THE NAVY DIRIGIBLE SHENANDOAH WAS DESTROYED IN 1925 KILLING 13, TOOK THE LIVES OF TWO WOMEN PEDESTRIANS AND THE SIX OCCUPANTS OF THE B-25 LOW-WING BOMBER.

THE NINTH BODY, BELIEVED TO HAVE BEEN THAT OF A CIVILIAN OR A UNIDENTIFIED SEVENTH MEMBER OF THE PLANE'S PERSONNEL, WAS DRAGGED FROM THE SMOLDERING WRECKAGE EARLY TODAY, POLICE SAID.

NEWARK POLICE SAID THAT THE NINTH VICTIM WAS "MANGLED SO BAD THAT IDENTIFICATION WILL BE DIFFICULT." THE BODY WAS TAKEN FROM THE BASEMENT OF A FIVE-FAMILY APARTMENT BUILDING WHERE THE BIG SHIP CAME TO REST AFTER CLIPPING OFF THE CORNER OF A HOME, SHEARING TREE TOPS AND RIPPING OFF THE FRONT OF THE APARTMENT HOUSE.

WRIGHT FIELD, HOME BASE OF THE PLANE, LISTED THE CREW DEAD AS:
COL. DOUGLAS M. KILPATRICK, 33, OF HOUMA, LA., PILOT.

SECOND LIEUT. LAWRENCE S. LAWVER, 29, OF WRAY CITY, COLO., CO-PILOT.

LIEUT. RUSSELL E. NEWLIN, 30, OF INDIANAPOLIS.

PVT. CHARLES WATSON OF DAYTON, WHO WAS ATTACHED TO LUNKEN AIRPORT AT CINCINNATI AND WHO WAS ON A LEAVE TRIP TO THE EAST.

CPL. R. A. ARENS, 21, OF DAYTON, A COAST ARTILLERYMAN ON LEAVE.
MOREW828A



CZ2

ADD PLANE, NEWARK XXX LEAVE.

O. A. PECON OF DAYTON, A CIVILIAN GROUND CREW CHIEF.

NEWARK POLICE REPORTED THAT THE TWO DEAD WOMEN HAD BEEN IDENTIFIED AS MRS. DOLLY CAMPBELL, ABOUT 70, OF NEWARK AND MRS. JANE WESTON, ABOUT 60, OF NEWARK.

MRS. CAMPBELL'S BADLY BURNED BODY WAS FOUND WEDGED BETWEEN WRECKAGE AND THE APARTMENT HOUSE. IT WAS BELIEVED SHE WAS EITHER CRUSHED TO DEATH OR BURNED TO DEATH AS SHE WAS RETURNING HOME FROM A SHOPPING TRIP.

THE BODY OF MRS. WESTON, A RESIDENT OF THE APARTMENT HOUSE, WAS FOUND IN THE BASEMENT TOGETHER WITH PARTS OF THE PLANE'S FUSELAGE, LANDING GEAR AND ONE OF ITS MOTORS.

THE BODIES OF ALL OCCUPANTS OF THE PLANE WERE RECOVERED, ONE OF THEM ON A RAILROAD LOADING PLATFORM AND THE OTHER TWO BLOCKS FROM THE SCENE OF THE CRASH.

TWO OF THE CREWMEN BAILED OUT OF THE CRIPPLED SHIP BEFORE IT BEGAN ITS CRAZY, TWISTING DIVE. THEY PLUNGED TO THEIR DEATHS WHEN THEIR PARACHUTES FAILED TO OPEN BECAUSE OF THE LOW ALTITUDE. THE BODY OF LIEUTENANT LAWVER WAS FOUND TANGLED IN HIS UNOPENED PARACHUTE ON A B. & O. RAILROAD LOADING PLATFORM.

THE SECOND CREWMAN WHO BAILED OUT WAS FOUND, HIS PARACHUTE PARTIALLY OPENED, IN THE APARTMENT OF MRS. MARY DAVIS. HE PLUNGED THROUGH THE ROOF OF THE BUILDING AND FELL INTO MRS. DAVIS' LIVING ROOM.

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