In June 2017 the continuing internet search for South Park High School students who lost their life in service, located additional information with regard to Stanley Brudny from several websites and sources.

A message was sent to the Air Force Historical Research Agency¹, asking if they had any information regarding the crash that took the life of Sgt. Stanley Brudny on November 16, 1946 in the Pacific Ocean near the island of Iwo Jima.

Brudny had enlisted in the Army Air Force in 1942 and upon completing a three year tour as a Radio Operator, re-enlisted on December 12, 1945 at Hensley Field, Grand Prairie, TX for one year.

On 30JUN17 an email was received² providing access to a report entitled, “Aircraft Accidents and Incident Reports 1941 thru 1948”. Review of this file located³ the report for the crash that took the life of Sgt. Stanley Brudny, and is included.

According to an article in the newspaper⁴ his parents were notified of the crash by telegram on Thanksgiving Day. They were advised that he was a crewman among seven onboard a plane carrying 16 passengers.

According to the article, Sgt. Brudny had written a letter to his parents, dated October 26, 1946 wherein he had been promoted to Sergeant and described a hectic flight schedule. He related, “We sleep and eat in the plane. We never know we are going next.”

He also said, “I expected to go home a couple of weeks ago, but I guess it’s no dice. I won’t be home for Christmas, but I should be home in a couple of months.”

Search of the internet located information⁵ that Sgt. Brudny was assigned to a C-46F, #44-78691. The site reported that there were 23 fatalities in the crash that occurred approximately 15 miles off the island of Iwo Jima into the Pacific Ocean. The

¹ http://www.afhra.af.mil/
² Air Force Historical Research Agency
³ Aircraft Accidents and Incident Reports 1941 thru 1948, Pages 2134 - 2154
⁴ Buffalo Evening News, November 30, 1946
⁵ http://www.aviation-safety.net
flight had departed from Guam-Agana Naval Air Station with a destination of Iwo Jima Air Base. Additional information\(^6\) reported that the aircraft was piloted by Captain James C. Queen.

Reviewing the report, supra, Capt. Queen was an experienced pilot. It states that at the time of the night time crash, the airway or airfield at Iwo Jima was not a contributing factor. It was/is unknown if there was any rules or regulations violation by the pilot.

From the report, the description reads:

\(^6\) http://www.aviationarchaeology.com
According to the Accident Brief (infra), the mission was administrative and the type of accident was undetermined. In this accident, twenty four (24) lost their lives.

So who were the passengers onboard? Additional internet search\(^7\) located information regarding the crash. It says,

“Negro 440th Port Company Team Plane Crash at Iwo Jima - 1946
During the afternoon of November 16, 1946, the 440th Port Company baseball team were flying back to Iwo Jima after having taken part in a tournament on Guam. Aboard the Curtis C-46F Commando (44-78961) transport plane, piloted by Captain James C. Queen, were four other crew members, four US Army personnel and the 15 African-American members of the baseball team. Heavy cloud cover made the approach to Iwo Jima difficult and as the twin-engined plane approached Airfield No. 3 it was too high and missed the runway. The plane was still descending, however, and hit the water just off the island. It rapidly sank and all on board lost their lives.

The 440th Port Company baseball team:

---
\(^7\) [http://www.baseballsgreatestsacrifice.com/non_wartime.html](http://www.baseballsgreatestsacrifice.com/non_wartime.html)
Sgt. Joseph Bowers (Camden, SC)
T/4 Fred Brown (Ama, LA)
T/5 Robert L. Goins (Loganport, IN)
S/Sgt. Vivien L. Harris (Newark, NJ)
T/5 Emanuel M. Jackson (Occoquan, VA) - 3527th Transportation Corps
T/5 Jessie L. Glover (East St. Louis, IL)
T/5 Carnell Boyd (Hickory Valley, TN)
Pfc John T. Eatmon (Brooklyn, NY)
Pfc Jonathan Culbertson (Baltimore, MD)
Pfc Clarence W. Brown (New York, NY)
Sgt. Earnest Flowers (Chicago, IL)
Cpl. Harry L. Edmonds (Canton, MS) - 3527th Transportation Corps
Pfc L.C. Hollins (Ore City, TX) - 536th Quartermaster Company
Pfc William Jenkins, Jr. (South Charleston, OH) - 536th Quartermaster Company
Pfc Robert Hillman, Jr. (Thomaston, GA)

Gareth Rosson⁸ (NFI) adds:
"There was a team of black soldiers in it. They were coming back from Japan. They went there to play baseball (they lost). At the time, I was a S/Sgt with the 3605th HAM Shop Co. and they had made me acting first Sgt. over the company. I was outside the orderly room with T/5 John Willinghoff and T/5 Walker. The plane we could hear it, it was coming in on Airfield No. 3 approaching north to south. It was way to high and missed the field. It came to our left about 600 feet away. It went on down to the water. It hit about 1,200 feet out in the water to the left of the main office for the island. Col. Thomson was the top man in the office at that time…”

⁸ https://www.pacificwrecks.com/aircraft/c-46/44-78961.html
Sgt. Stanley Brudny, SPHS Class of 1942, lost his life at age 23 years. He is remembered at the National Memorial Cemetery of the Pacific Punchbowl Crater, Tablets of the Missing Cenotaph.
AIRCRAFT ACCIDENT AND INCIDENT REPORTS
1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR 5200.9, Sept. 27, 1958
NWD by date May 6, 1960

MICROFILMED BY
SECURITY AND SERVICES BRANCH
AGO MICROFILMING JOB NR D-482-1
ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 32-14 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.

Section A - GENERAL INFORMATION

T. Place of Accident: San Francisco, California, United States, at time and date as stated.

2. Was Collision With Other Aircraft: Yes

3. Aircraft Type: C-46

4. Aircraft Serial: 44-78691

5. Aircraft Operator: Two Jims Army Air Base Command APO 86

6. Brief Description: Two wings and tail section.

16 Nov 46 1350Z

Section B - AIRCRAFT

1. Aircraft No.: 44-78691

2. Type: C-46

3. Model: F

4. Aircraft No. and Type: Two Jims Army Air Base Command APO 86

5. Date and Time of Commencement: 1 Aug 45 420010

6. Date of Accident: New

7. Overload: None

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

1. Last Name: Queen

2. First Name: James

3. Rank: Capt

4. Branch: AC

5. Serial No.: D-705422

6. AAF Code: M

7. Date Rank Began: 7 Jan 44 Operations Off. C-46 pilot

Section D - OPERATOR'S FLYING EXPERIENCE (Including vacation)

1. Total Hours: 1508.5

2. Total Flight Hours: 505.5

3. Total Flight Time: 513.100

4. Total Time On Airplanes: 365.55

5. Total Time In C-46: 71.35

6. Total Time In C-46: 910.00

7. Total Time In C-46: 3817.100

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>TYPE</th>
<th>SERIAL No.</th>
<th>GRADE AND BRANCH OF SERVICE</th>
<th>OFFICIAL ADJUDICATION</th>
<th>PAKO CHUTES</th>
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<tbody>
<tr>
<td>Queen</td>
<td>Capt</td>
<td>3</td>
<td>P</td>
<td>C-46</td>
<td>Files</td>
</tr>
</tbody>
</table>

(See Attached)
## 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, write "wreck."

<table>
<thead>
<tr>
<th>1. To Aircraft</th>
<th>Wreck 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. To Engine</td>
<td>Wreck 4</td>
</tr>
<tr>
<td></td>
<td>Wreck 4</td>
</tr>
<tr>
<td>3. To Propeller</td>
<td>Wreck 4</td>
</tr>
<tr>
<td>4. To Property (Explain or Attachments)</td>
<td>None</td>
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</table>

## 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)

<table>
<thead>
<tr>
<th>Engine Model</th>
<th>R-2600-75</th>
<th>R-2600-75</th>
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</thead>
<tbody>
<tr>
<td>2. Engine No.</td>
<td>067529</td>
<td>068565</td>
</tr>
<tr>
<td>3. Engine-Hour Book Last Major Overhaul</td>
<td>No Overhaul</td>
<td>No Overhaul</td>
</tr>
<tr>
<td>4. Engine-Hour Book Total Hours</td>
<td>460:04</td>
<td>234:05</td>
</tr>
<tr>
<td>5. Propeller Motor</td>
<td>Full Feathering</td>
<td></td>
</tr>
<tr>
<td>6. Propeller-Hour Book Major Overhaul</td>
<td>No Overhaul</td>
<td>No Overhaul</td>
</tr>
<tr>
<td>7. Propeller-Hour Book Total Hours</td>
<td>Hamilton 69d</td>
<td></td>
</tr>
<tr>
<td>8. Statement of Operation, if Available, on Behavior of Power Plant and Manoeuvre of Controls Immediately Before Failure</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

Not available—Crash fatal to operator

## Section H—ENGINEERING OFFICER

Name, Grade, and Station: Unknown

## Section I—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

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

Unknown

## Section J—SPECIAL EQUIPMENT

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

Unknown
Airport or Airways not a contributory factor to accident

Section K—WEATHER (This must be signed by weather officer of the reporting station)

A. What was the weather at the time and place of the accident?

Attached

B. If weather was a factor in the accident, state how and attach copy of weather report

WEATHER OFFICER

Section L—GENERAL INFORMATION

A. If errors in the part of wrong persons other than the operator was a factor, state how

Unknown

Administrative

B. Were there any violations of orders or regulations? (Check)

None

C. Injuries to persons or property?

None

D. If yes, give details of injuries to persons and property. (Check)

None

Harmon Field, Guam

E. If yes, give details of injuries to persons and property. (Check)

None

F. Any other comments on investigation?

None

G. Any other comments on investigation?

None

H. Any other comments on investigation?

None

I. Any other comments on investigation?

None

J. Any other comments on investigation?

None

K. Any other comments on investigation?

None

L. Any other comments on investigation?

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M. Any other comments on investigation?

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N. Any other comments on investigation?

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O. Any other comments on investigation?

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P. Any other comments on investigation?

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Q. Any other comments on investigation?

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R. Any other comments on investigation?

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S. Any other comments on investigation?

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T. Any other comments on investigation?

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U. Any other comments on investigation?

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V. Any other comments on investigation?

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W. Any other comments on investigation?

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X. Any other comments on investigation?

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Y. Any other comments on investigation?

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Z. Any other comments on investigation?

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AA. Any other comments on investigation?

None

BB. Any other comments on investigation?

None

CC. Any other comments on investigation?

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DD. Any other comments on investigation?

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EE. Any other comments on investigation?

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FF. Any other comments on investigation?

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GG. Any other comments on investigation?

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HH. Any other comments on investigation?

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II. Any other comments on investigation?

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JJ. Any other comments on investigation?

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KK. Any other comments on investigation?

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LL. Any other comments on investigation?

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MM. Any other comments on investigation?

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PP. Any other comments on investigation?

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RR. Any other comments on investigation?

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SS. Any other comments on investigation?

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TT. Any other comments on investigation?

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UU. Any other comments on investigation?

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VV. Any other comments on investigation?

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WW. Any other comments on investigation?

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YY. Any other comments on investigation?

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ZZ. Any other comments on investigation?

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AA1. Any other comments on investigation?

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BB1. Any other comments on investigation?

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CC1. Any other comments on investigation?

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YY1. Any other comments on investigation?

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ZZ1. Any other comments on investigation?

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AA2. Any other comments on investigation?

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BB2. Any other comments on investigation?

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CC2. Any other comments on investigation?

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DD2. Any other comments on investigation?

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EE2. Any other comments on investigation?

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FF2. Any other comments on investigation?

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GG2. Any other comments on investigation?

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HH2. Any other comments on investigation?

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II2. Any other comments on investigation?

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JJ2. Any other comments on investigation?

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NN2. Any other comments on investigation?

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OO2. Any other comments on investigation?

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SS2. Any other comments on investigation?

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TT2. Any other comments on investigation?

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WW2. Any other comments on investigation?

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YY2. Any other comments on investigation?

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BB3. Any other comments on investigation?

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EE3. Any other comments on investigation?

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FF3. Any other comments on investigation?

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ZZ3. Any other comments on investigation?

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BB4. Any other comments on investigation?

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CC4. Any other comments on investigation?

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DD4. Any other comments on investigation?

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EE4. Any other comments on investigation?

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JJ4. Any other comments on investigation?

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KK4. Any other comments on investigation?

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LL4. Any other comments on investigation?

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MM4. Any other comments on investigation?

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NN4. Any other comments on investigation?

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OO4. Any other comments on investigation?

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PP4. Any other comments on investigation?

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QQ4. Any other comments on investigation?

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RR4. Any other comments on investigation?

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SS4. Any other comments on investigation?

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TT4. Any other comments on investigation?

None

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None

VV4. Any other comments on investigation?

None

WW4. Any other comments on investigation?

None

XX4. Any other comments on investigation?

None

YY4. Any other comments on investigation?

None

ZZ4. Any other comments on investigation?
On 15 November 1945, at approximately 0950Z, C-46F, Army 8691, departed from Harmon Field, Guam APO 584 direct to Central Field, Two Jima, APO 86. At 1307Z Army 8691 stated that contact with MATS was unable to be made and requested MATS clearance to be relayed through Central Tower. Central Tower relayed the following MATS clearance to Army 8691: "A GCA approach below 5000', and if not possible, maintain 5000', and advise." Army 8691 received MATS clearance and acknowledged. At this time the position of Army 8691 was approximately 100 miles south of Two Jima. At 1330Z Central Tower at the request of GCA contacted Army 8691 and asked if the pilot desired a GCA approach. The pilot asked for local weather, and the tower reported ceiling unlimited, visibility 15 miles. The pilot then answered in the negative for GCA. GCA then called Army 8691 at 1335Z and gave the pilot his position as 8 miles east of Central Field. The message was acknowledged by the aircraft.

As seen on the GCA scopes, Army 8691 was on a heading of 250º. The aircraft continued on this heading until four miles from Two Jima where it turned and took up a 35º heading and disappeared from the GCA scopes 6 miles from Two Jima. At no time was the aircraft's altitude known.

This was the last contact made with Army 8691. At 1500Z AAOS notified Base Operations and the Air Base Commander that the aircraft was overdue. Immediately all crash and rescue facilities were alerted. The first search was conducted at 1500Z by an Erection 17, Army 3902. After a 30 minute search of the area at 1000 feet, the Erection 17 returned due to poor visibility caused by low clouds and mist. The second takeoff was at 2000Z. In a 4:35 flight a Erection 17 sighted wreckage ten miles east of the island. Debris was found in an oil slick which covered a five mile area. A twenty mile parallel search resulted in sighting no survivors. LST 492 went out to the debris area and found four large and three small life rafts. All were partially submerged and punctured. A field jacket, two Mac West life preservers, a baseball glove, and a catcher's shin guard were also recovered. These articles showed no indication of fire. No sign of life was seen. The life rafts found were identified as those belonging to Army 8691, and the baseball equipment was also identified as belonging to the baseball team on board the aircraft.

Although the tower gave the ceiling as unlimited and visibility as fifteen miles, this was not the weather situation off the edge of the island as was brought out by the Erection 17's original search. The ceiling was 1000 feet and visibility restricted due to low clouds and mist.

There was absolutely no indication of material failure in that tower to plane communications ceased after the plane was eight miles out.

(See Attached Page)
<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Rank</th>
<th>Unit</th>
<th>Role</th>
<th>Aircraft</th>
<th>Status</th>
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<td>1</td>
<td>Queen, James C.</td>
<td>P</td>
<td>Capt. AC</td>
<td>16</td>
<td>ROAF</td>
<td>Death</td>
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<tr>
<td>2</td>
<td>Eisenbouhr, George Jr.</td>
<td>P</td>
<td>1Lt. AC</td>
<td>18</td>
<td>ROAF</td>
<td>Death</td>
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<td>Davis, Richard G.</td>
<td>N</td>
<td>1Lt. AC</td>
<td>18</td>
<td>ROAF</td>
<td>Death</td>
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<tr>
<td>4</td>
<td>Glass, Karl C.</td>
<td>N</td>
<td>Sgt. AC</td>
<td>30</td>
<td>ROAF</td>
<td>Fatal</td>
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<td>Bradley, Stanley (mai)</td>
<td>RO</td>
<td>Sgt. AC</td>
<td>20</td>
<td>ROAF</td>
<td>Fatal</td>
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<td>Bowles, Joseph</td>
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<td>20</td>
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<td>9</td>
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<td>AMF</td>
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<tr>
<td>10</td>
<td>Edmunds, Harry</td>
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<td>Op. AGF</td>
<td></td>
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<td>Hollins, L. C.</td>
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<td>14</td>
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<tr>
<td>17</td>
<td>Boyd, Carroll</td>
<td>X</td>
<td>Tech. 5</td>
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<tr>
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<td>Sgt. AGF</td>
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<tr>
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<td>Ros. AGF</td>
<td></td>
<td>440th</td>
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</tbody>
</table>
Section M - DESCRIPTION OF THE ACCIDENT (Cont)

There was also no indication of pilot error; and in view of the pilot's high experience and proficiency level it is very improbable that this was the cause.

In summing up the known facts, the accident investigation board can find no contributing factors and therefore states that the cause is unknown. No recommendations nor corrective action can be offered.
We saw planes, (C-46, Army 3691), at 15 miles 070° from the field. This was radar contact.

Gave position report at 1935 zebra as follows:

"Army 3691 from Central Hippo—for your information you are now 3 miles East of field." 3691 acknowledged.

Plane continued heading 220° until 4 miles where it turned right and headed 030°. We lost contact of 3691 on scope at spot marked (X), six miles from the field heading 030°.

If 3691 had requested O.C.A. we would have been able to give a more exact report. At no time did we know the plane's altitude.

Witnessed by following:

Edward G. Jarrett
Wilford B. Bell

Philco Test Reps.
HEADQUARTERS
IWO JIMA AIR BASE COMMAND (PROV)
AFO 86 o/o POSTMASTER SAN FRANCISCO

25 November 1946


TO: Commanding General, AAF
HQs., Flying Safety Service
Langley Field, Virginia

Transmitted herewith are AAF Form 14 Accident Reports
on C-46F, 44-78691. The undersigned has reviewed the report
and concurs with the finding of the board. In view of the
nature of the accident no recommendations have been made and
no corrective action taken.

[Signature]
ROWLAND C. MOSHER
Major Air Corps
COMMANDING

Incl
AAF Form 14
MISSING. Reported Karen Field, Guam, 1600 E (local time) on 16 November 1944, enroute to Central Field, Iwo Jima.

NA 35089 X.

C-47P (44-79654), Iwo Jima Air Base Command.

Missing

Capt. J. G. Queen

Iwo Jima Air Base Command

Pilots: CAPT. QUEEN; 1st Lt. R. C. Harding; 1st Lt. R.

Stonehouse; Sg t. R. C. Glass; Sg t. E. Bagley; FFIC S. N. Neale;

1st Lt. R. A. Gilbert; Passengers: 2nd. A. J. Dyer; T/4 F. H.

Darrow; Sg t. V. E. Evans; T/5 R. L. Gillen; T/4 T. E. Harper;

FFIC R. C. Holland; FFIC R. Ewill; Capt. W. J. L. Loomis; T/5 F.

E. H. Johnson; T/3 C. Higginbotham; FFIC L. E. Johnson; FFIC J. Johnson;

Fr. 1 T. E. Reeder; FFIC J. Higginbotham; FFIC L. V. blonde; Sgt.

E. Phillips - all missing.

Aircraft was flying direct route from Karen Field, Guam to Central Field, Iwo Jima. Pilot reported aircraft within five miles of Iwo Central Airfield at 0300 X time.

Weather at time not reported but for 2200 X time and 0300 X time was reported as high humidity 50-60%, scattered - 10 miles with surface winds NE at 10 MPH.

GUAM, MIA VIRAM 438, EN-33784 (17 Nov 44)

S-59994, AF
DATE AND TIME: MISSING PD DEPARTED HARMAN FIELD GUAN 1929 K / LOCAL
TIME AS 16 NOVEMBER 1946 CMA ENROUTE TO CENTRAL FLD CMA
IV0 JIMA ETA 2329K
ACFT A D STA: C-46F 44-78691 IVO JIMA AIR BASE COMMAND
ACFT DAMAGE: MISSING.
PILOT NAME: CAPT J C QUEEN
PILOT STATION: IVO JIMA AIR BASE COMMAND
PERSONNEL INVOLVED: PILOT SEMICLN CREW MEMBERS CLN 1ST LT R G DAVIS CMA
AND INJURIES: 1ST LT M EISENHOUR CMA SGT R G GLASS CMA SGT S BRUNDY
CMA PFC R G KNOWLL CMA 1ST LT R A GILBERT PD PASSENGERS
CLN W/O A J DIPETRO CMA T/4 F BROWN CMA CPL H EDMONDS
CMA T/5 R L GOINS CMA S/Sgt V L HARRIS CMA PFC L C HOLLINS
RPT HOLLINS
CMA PFC R HILLMAN JR CMA T/5 J L CLOVER CMA T/5 E N
E M JACKSON CMA T/5 C BOYD CMA PFC J T EATMOND CMA PFC
PFC V JENKINS JR CMA TEC J BOWENS CMA PFC J CLIBERTSON
CMA PFC C W BROWN CMA SGT E FLOWERS - ALL MISSING
DESCRIPTION OF ACC AIRCRAFT WAS FLYING DIRECT ROUTE FROM HARMAN FIELD
CMA GUAM TO CENTRAL FLD CMA IVO JIMA PD PILOT REPORTED
AIRCRAFT WITHIN FIVE MILES OF IVO CENTRAL AIRFIELD AT
3300 E TIME PD
WEATHER: WEATHER AT TIME NOT REPORTED BUT FOR 2200 K TIME AND
0100 E TIME WAS REPORTED AS HIGH BORED SEMICLN 2000
FT SCATTERED SEMICLN VISIBILITY 15 MILES WITH SURFACE
WINDS NE AT 12 MPH PD
SOURCE: GUAM
ACCIDENT BRIEF

Phase of Flight: ""  Accident No. 47-911-46-501
Accident Type: ""  ""
Air Force or Command: ""  ""
Mission: ""  ""
TMS 2nd A/C: ""  Damage 2nd A/C: ""  Day/Night: ""  Flight Ref.: ""
Place of Accident: ""  ""  ""
Total Aircraft Hours: ""  Altitude of Flight: ""  ""
Formation: ""  Weather: ""  ""

--- 1st Pilot ---

Total hours: 130.0/h  Total Instr. Hours: 127.0/h
Hours this type: 128.0/h  Instr. last 6 mos.: 34.45
Hours this model: 128.0/h  Instr. last 30 da.: 21.35
Hours last 30 da.: 71.5/h  Night last 6 mos.: 71.55
Combat hours (Pilot & Co-Pilot): 71.5/h  Night last 30 da.: 71.55

CAUSE FACTORS

<table>
<thead>
<tr>
<th>UNSAFE ACTS</th>
<th>UNSAFE CONDITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Para.</td>
<td>Major</td>
</tr>
</tbody>
</table>

Additional Information and Recommendations (Include Design Characteristics) ---

Evaluated By: EAH  Briefed By:  Log by: 

(NARRATIVE ON REVERSE SIDE)

At 9:35 Z, plane requested MATS clearance to fly through Central Time zone control and MATS could not be made. Central Time relayed following MATS clearance. A CTA approach, below 12000’ and VFR possible, noticed. Clearance acknowledged. 9:38 Z, 315°, 250 K, 1000 M. clear.

At 9:39 Z, Central Time cleared plane to request 7500’ to reach 9000’ on climb. A CTA approach. Pilot was given clearance to climb to 10,500’ altitude. 9:48 Z, 315°, 250 K, 1000 M. clear. The flaps were retracted as usual. 9:50 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 9000’.

At 9:53 Z, the plane was observed at 10,500’ altitude and cleared to 12,500’ altitude. 9:56 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 12,500’ altitude and cleared to 14,500’ altitude.

At 9:59 Z, the plane was observed at 14,500’ altitude and cleared to 16,500’ altitude. 10:02 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 16,500’ altitude and cleared to 18,500’ altitude.

At 10:04 Z, the plane was observed at 18,500’ altitude and cleared to 20,500’ altitude. 10:07 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 20,500’ altitude and cleared to 22,500’ altitude.

At 10:09 Z, the plane was observed at 22,500’ altitude and cleared to 24,500’ altitude. 10:09 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 24,500’ altitude and cleared to 26,500’ altitude.

At 10:11 Z, the plane was observed at 26,500’ altitude and cleared to 28,500’ altitude. 10:11 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 28,500’ altitude and cleared to 30,500’ altitude.

At 10:13 Z, the plane was observed at 30,500’ altitude and cleared to 32,500’ altitude. 10:13 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 32,500’ altitude and cleared to 34,500’ altitude.

At 10:15 Z, the plane was observed at 34,500’ altitude and cleared to 36,500’ altitude. 10:15 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 36,500’ altitude and cleared to 38,500’ altitude.

At 10:17 Z, the plane was observed at 38,500’ altitude and cleared to 40,500’ altitude. 10:17 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 40,500’ altitude and cleared to 42,500’ altitude.

At 10:19 Z, the plane was observed at 42,500’ altitude and cleared to 44,500’ altitude. 10:19 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 44,500’ altitude and cleared to 46,500’ altitude.

At 10:21 Z, the plane was observed at 46,500’ altitude and cleared to 48,500’ altitude. 10:21 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 48,500’ altitude and cleared to 50,500’ altitude.

At 10:23 Z, the plane was observed at 50,500’ altitude and cleared to 52,500’ altitude. 10:23 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 52,500’ altitude and cleared to 54,500’ altitude.

At 10:25 Z, the plane was observed at 54,500’ altitude and cleared to 56,500’ altitude. 10:25 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 56,500’ altitude and cleared to 58,500’ altitude.

At 10:27 Z, the plane was observed at 58,500’ altitude and cleared to 60,500’ altitude. 10:27 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 60,500’ altitude and cleared to 62,500’ altitude.

At 10:29 Z, the plane was observed at 62,500’ altitude and cleared to 64,500’ altitude. 10:29 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 64,500’ altitude and cleared to 66,500’ altitude.

At 10:31 Z, the plane was observed at 66,500’ altitude and cleared to 68,500’ altitude. 10:31 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 68,500’ altitude and cleared to 70,500’ altitude.

At 10:33 Z, the plane was observed at 70,500’ altitude and cleared to 72,500’ altitude. 10:33 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 72,500’ altitude and cleared to 74,500’ altitude.

At 10:35 Z, the plane was observed at 74,500’ altitude and cleared to 76,500’ altitude. 10:35 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 76,500’ altitude and cleared to 78,500’ altitude.

At 10:37 Z, the plane was observed at 78,500’ altitude and cleared to 80,500’ altitude. 10:37 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 80,500’ altitude and cleared to 82,500’ altitude.

At 10:39 Z, the plane was observed at 82,500’ altitude and cleared to 84,500’ altitude. 10:39 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 84,500’ altitude and cleared to 86,500’ altitude.

At 10:41 Z, the plane was observed at 86,500’ altitude and cleared to 88,500’ altitude. 10:41 Z, 315°, 250 K, 1000 M. clear. The plane was cleared to 88,500’ altitude and cleared to 90,500’ altitude.
### Accident Number

**047**

### Accident Type

<table>
<thead>
<tr>
<th>Accident Type</th>
<th>Flight Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision with another aircraft</td>
<td>Contact</td>
</tr>
<tr>
<td>Collision with ground or water</td>
<td>Instrument (actual)</td>
</tr>
<tr>
<td>Collision, other</td>
<td>Instrument (simulated)</td>
</tr>
<tr>
<td>Stall</td>
<td>On Top</td>
</tr>
<tr>
<td>Hard Landing</td>
<td>Undetermined</td>
</tr>
<tr>
<td>Landing, wheeling-up</td>
<td></td>
</tr>
<tr>
<td>Ground loop</td>
<td></td>
</tr>
<tr>
<td>Nose-up or nose-over</td>
<td></td>
</tr>
<tr>
<td>Premature ret. or col. of lift</td>
<td></td>
</tr>
<tr>
<td>Fire on ground</td>
<td>Engines running, not taxing</td>
</tr>
<tr>
<td>Spin or spiral</td>
<td>Taxing</td>
</tr>
<tr>
<td>Abandoned aircraft</td>
<td>Takeoff</td>
</tr>
<tr>
<td>Disintegration</td>
<td>Pattern</td>
</tr>
<tr>
<td>Explosion</td>
<td></td>
</tr>
<tr>
<td>N.M.C.</td>
<td></td>
</tr>
<tr>
<td>Undetermined</td>
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</table>

### Weather

<table>
<thead>
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<th>Weather</th>
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<tbody>
<tr>
<td>Rain</td>
<td></td>
</tr>
<tr>
<td>Fog</td>
<td></td>
</tr>
<tr>
<td>Dust, sand, smoke, or haze</td>
<td></td>
</tr>
<tr>
<td>Snow</td>
<td></td>
</tr>
<tr>
<td>Sleer or hail</td>
<td></td>
</tr>
<tr>
<td>Wind</td>
<td></td>
</tr>
<tr>
<td>icing or propeller ice</td>
<td></td>
</tr>
<tr>
<td>Thunderstorm</td>
<td></td>
</tr>
<tr>
<td>Turbulence</td>
<td></td>
</tr>
<tr>
<td>Clouds</td>
<td></td>
</tr>
<tr>
<td>H.A. F.</td>
<td></td>
</tr>
<tr>
<td>Undetermined</td>
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</table>

### Unsafe Acts/Conditions

<table>
<thead>
<tr>
<th>Unsafe Acts/Conditions</th>
<th>Unsafe Acts</th>
<th>Unsafe Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAULT</td>
<td>Major Specific Viol.</td>
<td>Major Specific Higan Injury</td>
</tr>
</tbody>
</table>

### Cause Factor

<table>
<thead>
<tr>
<th>Cause Factor</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No. of Cards required: 20
Evaluuated by: 20A
Checked by: 20A
Checked by: 20A
HEADQUARTERS TWENTIETH AIR FORCE
APO 384, U.S. Army

AIOG 560.33

SUBJECT: Copies of Accident Endorsements

TO: Chief, Flying Safety Service,
Langley Field, Virginia

12 DEC 1946

1. Transmitted herewith in compliance with AAF Letter 62-31 dated 12 December 1945 are copies of endorsements to AAF Form 14 "Report of Major Aircraft Accident" involving C-45 aircraft Serial Number 44-78691 at Iwo Jima Air Base Command (Provisional), on 14 November 1946. Capt. J. C. Queen was the operator.

FOR THE COMMANDING GENERAL:

[Signature]

[Inclns:
Incl 1 - 1st Ind Tr Nq 30th AF
Incl 2 - Ldr Hq Iwo Jima ASC (P)
6 Dec 46]
BATT: Ltr Hy Lee Joint AEF (P) dated 8 Dec 46
Subj: Transmittal of AAF Form 14
To: 20th AF, APO 254, U. S. Army

1st Ind

HEADQUARTERS JOINT FORCES, APO 254, U. S. Army

TO: Commanding General, Pacific Air Command, U. S. Army, APO 254, U. S. Army.
(AAF-00-32)

1. Transmitted herewith in compliance with AAF Regulation 83-14
   is first copy of AAF Form 14 "Report of Major Accident" involving C-46D aircraft Ser. No. 44-78294 on 10 November 1944.

2. Report occurred with

3. Delay in submission of report due to the fact that first report
   prepared and mailed on 15 November was never received at this Headquarters.
   Report was re-submitted. (Ref: our Indic AFRS 255 000 080944 December 1944)
   Loss of first report being investigated by Postal Officer.

FOR THE COMMANDING GENERAL

6 Incld:

Incld 1 = AAF Form 14
Incld 2 = Diagram of What Old Crew saw
Incld 3 = Section 2 - Description of Accident
Incld 4 = Section 3 - Personnel involved
Incld 5 = Weather Report
HEADQUARTERS
EFO JIMA AIR BASE COMMAND (PROV)
EFO JIMA APO 88

6 December 1946

SUBJECT: Transmittal of AAF Form 14.

TO: Commanding General, 20th Air Force
APO 254 Guam

Transmitted herewith is the AAF Form 14 and 5 enclosures on G-40F, 44-78891. The undersigned has reviewed the findings of the board and concurs. No recommendations can be made nor corrective action taken in that the cause is unknown.

/s/ H O Mosher
Maj, AG
Commanding

End #2
HEADQUARTERS TWENTIETH AIR FORCE
APO 834, U. S. Army

AIDS 360.33

SUBJECT: Copies of Accident Indorsements

TO: Chief, Flying Safety Service,
Langley Field, Virginia

1. Transmitted herewith in compliance with AAF Letter (2-1) dated
12 December 1945 are copies of indorsements to AAF Form 14 "Report of
Major Aircraft Accident" involving 0-47 aircraft Serial Number 44-78651
at Iwo Jima Air Base Command (Provisional), on 15 November 1945. Capt.
J. C. Quinn was the operator.

FOR THE COMMANDING GENERAL:

H. Kelly
Maj.: Adj.
Army Air Adj. Gen.

Incl:
Incl 1 - 1st Ind for Hq 30th AF
Incl 2 - Ltr Hq Iwo Jima ADC (P)
3 Dec 45
HEADQUARTERS THEATER AIR FORCE
APO 037, U. S. Army

AIRC 360.33

SUBJECT: Copies of Accident Incidents

TO:
Chief, Flying Safety Service,
Langley Field, Virginia

1. Transmitted herewith in compliance with AAF Letter 62-61 dated 12 December 1945 are copies of Incidents to AAF Form 18, "Report of Major Aircraft Accident" involving C-56 aircraft Serial Number DQ-78591 at Iwo Jima Air Base Command (Provisional), on 16 November 1945. Capt. J. U. Queen was the operator.

FOR THE COMMANDBER GENERAL:

H. KLICK
Major, AAF
Adj. Gen. Air Forces

2. Incld:
   Incld 1 - 1st Ind fr Ha 25th AF
   Incld 2 - Lar Ha Iwo Jima ABC (P)
   6 Dec 46
HEADQUARTERS TWENTIETH AIR FORCE
APO 234, U. S. Army

AIPS 360.33

SUBJECT: Copies of Accident Indorsements

TO: Chief, Flying Safety Service,
Langley Field, Virginia

1. Transmitted herewith in compliance with AAF Letter 52-21 dated 12 December 1945 are copies of indorsements to AAF Form 44 "Report of Major Aircraft Accident" involving C-45 aircraft serial number 44-173691 at Two Jim Air Base Command (Provisional), on 16 November 1946. Capt. J. S. Queen was the operator.

FOR THE COMMANDING GENERAL:

M. KELLY

Major, MC

Adj Adv

Incl:

1. Incl 1 - 1st Ind for HQ 20 AF
2. Incl 2 - Ltr HQ Two Jim Air Base (p)

6 Dec 46
FRANK C. Auten, Jr., Major, Air Corps
Chief, Accident Analysis Branch

8115 od

11 February 1947

FLYING SAFETY DIVISION OF THE AIR INSPECTOR
WASHINGTON, D.C.

ATTN: Lt Col SCHULTZ

GERM

AFT21-2P

TO REGENT, AFT21-60-98 PD CAUSE OF ACCIDENT OF C-45A CMA NO 44-79687 CMA

IN WHICH LT RICHARD O. DAVIS CMA ASN C-2078057 WAS INVOLVED CMA IN COMpletely UNDETERMINED

PD ON 16 NOV 46 ARMY 8221 DEPARTED HARVARD FLD CMA GUAM DIRECT TO CENTRAL FLD CMA TWO

JIMA PD CENTRAL FIELD TOWER CONTACTED ARMY 8291 WHEN IT WAS 100 MILES OUT AND ASKED IF

THE PILOT DESIRED GCA APPROACH PD THE PILOT ASKED FOR LOCAL WEATHER AND THE TOWER REPORTED

CEILING UNLIMITED AND VISIBILITY 15 MILES PD THE PILOT THEN ANSWERED IN THE NEGATIVE

FOR GCA PD THE AIRCRAFT WAS SEEN ON THE GCA SCOPE CMA ON A HEADING OF 280 DEGREES TO

THE AIRCRAFT CONTINUED ON THIS HEADING UNTIL FOUR MILES FROM TWO JIMA WHERE IT TURNED

AND TOOK UP A 36 DEGREE HEADING AND DISAPPEARED FROM GCA SCOPE 6 MILES FROM TWO JIMA PD

THIS WAS THE LAST CONTACT WITH ARMY 8291 PD UPON NOTIFICATION THAT THE AIRCRAFT WAS OVER-

DUH CMA ALL CRASH AND RESCUE EQUIPMENT WAS ALARMED AND SEARCH WAS BEGUN PD THE FIRST

SEARCH AIRCRAFT RETURNED AFTER THIRTY MINUTES DUE TO LOW VISIBILITY CAUSED BY LOW CLOUDS

AND MIST PD THE SEARCH WAS CONTINUED FIVE HOURS LATER CMA AND AFTER A FOUR HOUR SEARCH

AN OIL SLICK AND OIL SPILL WAS SIGHTED 5 MILES WEST OF TWO JIMA ASN PD A TWENTY-MILE

PARALLEL SEARCH RESULTED IN SIGHTING NO SURVIVORS PD AN LOT WAS DISPATCHED TO THE SCENE

OF THE OIL SLICK AND RECOVERED FOUR LARGE AND THREE SMALL LIFE RAFTS PD ALL WERE