

~~CONFIDENTIAL~~
FOUR HUNDRED THIRD BOMBARDMENT SQUADRON (H)

"RESTRICTED"

A.P.O. 929,
11 November, 1943.

STATEMENT

At approximately 0155, 1 November, 1943, I was standing at the north end of JACKSON Airdrome watching the take-off of Lt. ROBERT J. SCHUESSLER on a combined weather recon and supply dropping when his airplane crashed and burned at the south end of the runway, killing the complete crew.

To the best of my knowledge plenty of time was taken for check and warm up before taxiing into position for take-off. The take-off consumed three quarters of the runway and was normal in all apparent respects. After rising to an altitude of between 50 and 100 feet, the airplane flew on a level course for approximately three seconds and then began to settle until it disappeared beneath the horizon. The flash of an explosion was seen and the sound reached me seconds later. I hurriedly drove to the scene and saw that the airplane had crashed and was burning.

Paul R. Paskvan, Jr. Capt.
PAUL R. PASKVAN, JR.,
Captain, Air Corps,
Asst Operations Officer.

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2 November 1943,
A.F.O. 929.

"RESTRICTED"

Witnessed report on crash of B-24D-1 42-40924, 0154/L, 1 November 1943.

First noticed ship taxiing towards runway at 0120/L. Runway lights were turned on. Ship then proceeded north down runway to the extreme end. While making 180° turn became stuck in mud. The motors were then out while the ship was towed out of the mud. Ship started motors for warm-up at approximately 0150/L. Runway lights were still on and horizon beacon was also on. Ship raced down the runway for takeoff and was in the air at 0154/L. The ship appeared to make a normal takeoff and arose to approximately fifty or sixty feet before gradually settling back to earth. The ship appeared to blow up immediately upon contact with the ground.

s/ Cpl. E. K. Brayton,
Operator on Duty.

A TRUE COPY:

Jean A. Jack
JEAN A. JACK,
Major, Air Corps.

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FOUR HUNDRED THIRD BOMBARDMENT SQUADRON (H)
Office of the Engineering Officer

A.P.O. 929
November 12, 1943.

"RESTRICTED"

SUBJECT: Statement by Leslie L. Hock, ASN. 17038215.

TO : Commanding Officer, 403rd Bomb Sq. (H) A.P.O. 929.

I was crew chief of aircraft # 42-40924, B-24D-1. I was standing on the north end of Jackson strip, to watch take off of aircraft # 42-40924. While aircraft taxied to runway, it bogged down in the mud due to miscalculation of pilot. Sgt. Keever of this Squadron and myself pulled the aircraft from the mud with two cletrass. This took approximately one hour. The aircraft began its take off and we watched the aircraft until it left the ground. We then climbed into a truck to go back to camp and noticed the explosion just as we were leaving.

Sgt Leslie L Hock

LESLIE L. HOCK
Sgt. Air Corps,
Crew Chief.

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TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

099

- (1) The Accident Classification Committee of 403rd Bomb Sq. (H), AFB, 928 on 16 November 1943 and determined the following: 38-101
- (2) Place, date, and time of accident Jackson Airfield (16) Pilot (name and rank) 1st Lt. Robert J. Schwesler
0155, November 1, 1943 (16) Pilot's station Jackson
- (3) Aircraft station Jackson (17) Reg. Army Res., est. duty Res., inactive
403rd B.S. (H) Res., 14-day Grad. cadet Student
- (4) Aircraft model B-24D A.C. No. 42-40924 Other (specify) 403rd Bomb Sq. (H)
- (5) Date accepted from contractor Unknown (18) Org. assigned 403rd Bomb Sq. (H)
- (6) Total hours 224145 Hours since overhaul NO Overhaul (19) Org. attached for flying Pilot
- (7) Engine model R-1830-43 (20) Regular duties assigned Pilot
- (8) Engine A.C. No.'s L 042-87447, 42-87458, 42-87496, 42-87599 (21) Original pilot rating and date 16 Feb., 1943
- (9) Extent of damage to engine(s) complete loss (22) Total pilot hours 647110 Hours on this model 322120
L.O. LI R.I. R.O. (23) Hours per month last 3 months 119140
(1) 22140 (2) 43130 (3) 53130
- (10) Total engine hours L 0224145, 1224145, 1224145, 10224145 (24) Models flown last 3 months (1) B-24D
L.O. LI R.I. R.O. (2) B-24D--B-24D1
(3) B-24D1
- (11) Engine hours since overhaul No Overhaul
- (12) Purpose of flight Supply Drop, Weather Recon
- (13) Took off from Jackson Time 0155
- (14) Weather at time of accident. (If weather was a causal factor attach copies of weather report and forecast for the flight.)
Ceiling Unlimited and visibility unlimited clear and
- (25) Secure from Flight Surgeon, if pilot error is a causal factor: Was there any physical or neuropsychic condition which would in any way account for this accident? Yes or No No
If "Yes", attach complete statement of the condition and its bearing upon the accident.
- (26) Damage to private property, Yes or No No
If "Yes", attach A.C. Form No. 1, "Damage to property certificate."

RESULTS TO PERSONNEL					PER-SONNEL ERROR	CAUSE		
DUTY	NAME, GRADE, AND ARMY STATION, AND REGULAR ARMY, REG. EXT. RES. (LAST, etc.)	A	B	C			D	
P	Robert J. Schwesler, 1st Lt. P	X	4			PILOT ERROR	Error of judgment,	
CP	Linwood W. Perkins, 2nd Lt. RAD	X	4				Other personnel,	
H	Samuel E. Adams, 2nd Lt. RAD	X	4			POWER PLANT	Superiority personnel,	
B	Jay A. Porter, 2nd Lt. RAD		X	4			Maintenance personnel,	
QB	Louis Metaxatos, 1st Lt. RAD	B	X	4			Other personnel,	
E	Vernon Harber, T/Sgt. AUS	A	E	X	4		Fuel system,	
AE	Carl K. Wallenhorst, T/Sgt. AUS	X	4				Cooling system,	
R	Anthony M. Cucchiolo, T/Sgt. AUS	X	4				Ignition system,	
AR	Frank Macano, S/Sgt. AUS	X	4				Lubrication system,	
G	Walter A. Majewski, B/S. AUS	X	4				Engine structure,	
G	Joseph A. Mackynski, B/S. AUS	X	4				Propeller and propeller accessories,	
X	C. W. Schreuder, Capt. NEI/AR	X	4				Engine control system,	
							AIRCRAFT STRUCTURE	Miscellaneous (specify),
								Undetermined,
								Flight control system,
								Movable surfaces,
								Stabilizing surfaces; struts, wires, and fittings,
								Wings; struts, wires, and fittings,
								Landing gear; struts, wires, fittings, and retract. mech.,
								Wheels, tires, and brakes,
								Fuselage, engine mount and fittings,
								Cowling, fairing, and fittings,
							Tail wheel assembly and skid,	
							Miscellaneous (specify),	
							Undetermined,	
							MISCELLANEOUS	Handling qualities,
								Instruments,
								Miscellaneous equipment (specify),
								Weather,
								Darkness,
							Airport or terrain,	
							Other,	
							Undetermined,	

RESTRICTED RESTRICTED

5, 2, 5, 5

1 Nov., 1943

Jackson, APO 925

Bomb Sq. (H)

B-24D1

Vernon Harper, T/Sgt

403rd Bomb Sq. (H)

42-4092A

AIRCRAFT SERIAL NO.

PRINT PLAINLY - NAME - RANK - ORGANIZATION

USE AS DIRECTED LOCALLY

ALWAYS ENTER FULLY BY SQUARES. WHEN APPL. CABLE ENTER NIGHT OR I-INSTRUMENT. ENTER NIGHT OR I-INSTRUMENT. FLOWN THEREUNDER.

TERMINALS AND MISSION: FROM: TO: JACSON 01:55

01 0-672883 ✓ Schuessler, Robert J. 1st Lieut.

CM

P

01:55

01 0-801305 ✓ Parkins, Linwood W. 2nd Lieut.

N

P

01:55

01 0-803935 ✓ Adams, Samuel E. 2nd Lieut.

N

N

0

01 0-449985 ✓ Metaratos, Louis 1st Lieut.

N

OB

0

01 0-755395 ✓ Porter, Jay A. 2nd Lieut.

N

B

0

01 54337455 ✓ Harper, Vernon T/Sgt

N

N

0

01 55464667 ✓ Wallenhorst, Carl H. S/Sgt

N

AV

0

01 52457514 ✓ Cuchichalo, Anthony M. T/Sgt

N

AR

0

01 53249349 ✓ Maceno, Frank S/Sgt

N

Q

0

01 55513949 ✓ Majewski, Walter A. S/Sgt

N

Q

0

01 51225212 ✓ Maczynski, Joseph A. S/Sgt

N

X

0

01 RET ARMY Schröder, C.W. Capt.

N

0

ALL KILLED

0

THIS IS A TRUE COPY

0

WAR DEPARTMENT A.A.F. FORM NO. 1 24-42

FLIGHT REPORT - OPERATIONS

CHECKED LEGIBLE AND CORRECT

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A

TOTAL FLIGHT TIME

0

0

0

0

0

REMARKS: CAPT. J. J. GORDON, EXECUTIVE OFFICER. DEPARTS AT 10:45 AM. ALL KILLED. THIS IS A TRUE COPY.



STAFFS SISTER

403

↓ SGT. CARL
W. ALLEN HORST

47-10680 4361020 100CT43 403RD COMBAT CREW - LT. RJ. SCHWESSLER