

TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

43-12-18-502

- (1) The Accident Classification Committee of \_\_\_\_\_ met on \_\_\_\_\_ and determined the following: South Atlantic Ocean
- (2) Place, date, and time of accident: between Ascension and Accra, Da. 18/42, Time Unknown
- (3) Aircraft station: B-26, Org. \_\_\_\_\_
- (4) Aircraft model: B-26, A. C. No. 7791
- (5) Date accepted from contractor: \_\_\_\_\_
- (6) Total hours: \_\_\_\_\_ Hours since overhaul: \_\_\_\_\_
- (7) Engine model: \_\_\_\_\_
- (8) Engine A. C. No.'s: \_\_\_\_\_
- (9) Extent of damage to engine(s): L. O. \_\_\_\_\_ L. I. \_\_\_\_\_ R. I. \_\_\_\_\_ R. O. \_\_\_\_\_
- (10) Total engine hours: L. O. \_\_\_\_\_ L. I. \_\_\_\_\_ R. I. \_\_\_\_\_ R. O. \_\_\_\_\_
- (11) Engine hours since overhaul: L. O. \_\_\_\_\_ L. I. \_\_\_\_\_ R. I. \_\_\_\_\_ R. O. \_\_\_\_\_
- (12) Purpose of flight: Transoceanic flight, 50
- (13) Took off from: Ascension, Time: 0206 GMT
- (14) Weather at time of accident: (If weather was a causal factor attach copies of weather report and forecast for the flight) Partly cloudy, visibility, 7 miles
- (15) Pilot (name and rank): W. R. Telesmanic, 1st Lt.
- (16) Pilot's station: Fort Wayne, Ind.
- (17) Reg. Army: \_\_\_\_\_ Res., ext. duty: \_\_\_\_\_ Res., inactive: \_\_\_\_\_
- Res., 14-day: \_\_\_\_\_ Grad. cadet: \_\_\_\_\_ Student: \_\_\_\_\_
- Other (specify): \_\_\_\_\_
- (18) Org. assigned: TSP - FRY
- (19) Org. attached for flying: TSP - FRY (KKA)
- (20) Regular duties assigned: \_\_\_\_\_
- (21) Original pilot rating and date: 4/20/42
- (22) Total pilot hours: 287.46 Hours on this model: \_\_\_\_\_
- (23) Hours per month last 3 months: 77.25
- (24) Models flown last 3 months: (1) B-26 (2) \_\_\_\_\_ (3) \_\_\_\_\_
- (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. If "Yes", attach complete statement of the condition and its bearing upon the accident.
- (26) Damage to private property: Yes or No. If "Yes", attach A. C. Form No. 11, "Damage to property certificate."

RESULTS TO PERSONNEL

DUTY	Name, rank, and Army status, not Regular Army, Res. ext., Res. Inact., etc.	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS:				A	B	C	D	Total	Major injury	Minor injury	No injury	Used parachute	PER-SONNEL ERROR	OTHER PER-SONNEL	POWER PLANT	MATER-IAL	AIR-CRAFT STRUCTURE	WEATHER	OTHER	UNDETERMINED	CAUSES
		Commander	Navigator	Bomber	Pilot																		
11	Telesmanic, W.R. 1st Lt. AC																						Error of judgment, Poor technique, Disobedience of orders, Carelessness or negligence, Miscellaneous, Supervisory personnel, Maintenance personnel, Other personnel, Fuel system, Cooling system, Ignition system, Lubrication system, Engine structure, Propeller and propeller accessories, Engine control system, Miscellaneous (specify), Undetermined, Flight control system, Movement 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), 500
14	R. R. Blasing																						
71	J. B. Smith																						
125	Pub. Dr. ...																						

**RESTRICTED**

(28) **PILOT'S STATEMENT** (state how the accident occurred, giving all details as to conditions, cause, and influencing factors)

[Lined area for Pilot's Statement]

Signature \_\_\_\_\_ Pilot

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

[Lined area for Statement of Accident Classification Committee]

(30) **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 \_\_\_\_\_ (Name) \_\_\_\_\_ (Rank) \_\_\_\_\_ (Designation)

Signed \_\_\_\_\_ (Name) \_\_\_\_\_ (Rank) \_\_\_\_\_ (Designation)

Signed \_\_\_\_\_ (Name) \_\_\_\_\_ (Rank) \_\_\_\_\_ (Designation)

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

686

Station \_\_\_\_\_ Date \_\_\_\_\_ Signature \_\_\_\_\_

(32) **REMARKS AND RECOMMENDATIONS:**

ENCLOSURES (line out those not applicable): Station \_\_\_\_\_ Date \_\_\_\_\_

- Airplane (Airship) Flight Report.
- Unsatisfactory Report.
- Photographs.
- Certificates of principal witnesses.
- List of damaged parts.
- Newspaper clippings.
- Damage to property certificate, A. C. Form 17.

Signature \_\_\_\_\_ Commanding

**RESTRICTED**

South Atlantic Ocean  
between Ascension & Beira

Unknown 43-12-18-512

Nothing whatsoever  
is known about this  
plane other than it  
is missing.

P. J. B. - 71

Additional  
Information on  
43-12-18-512

1

686

1976

HEADQUARTERS  
33RD FERRYING SQUADRON  
LAWYER

RCF/cv

December 21, 1942

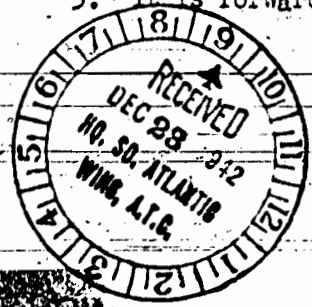
SUBJECT: Aircraft Accident Report

TO : Commanding General, *A.A.F. Washington, D.C.*  
~~South Atlantic Ferrying Wing, Natal,~~  
~~Brasil~~

1. The attached Form No. 14 lists all known data on B-26, Serial No. 7791, which is assumed to have gone down between Ascension and Accra, on December 18, 1942.

2. This station has initiated the report in this form, but has only limited information, all of which has been listed on the inclosed report.

3. It is forwarded to Wing Headquarters for further action.



*R.C. Fitzgerald*  
R. C. FITZGERALD  
Captain, A. C.  
Commanding

686

- 2 -

1 - Incl.  
Form No. 14

1

333

RECEIVED  
DEC 22 1942  
A.F.C. - NATAL

DFS  
28645

Call...  
4-2-12-16-5-2  
RESTRICTED

TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

- (1) The Accident Classification Committee of Widewater Field met on April 16, 1942 and determined the following:
- (2) Place, date, and time of accident: South Atlantic Ocean between Ascension and Accra, Dec. 18, 1942
- (3) Aircraft station: Unknown Org.
- (4) Aircraft model: B-26 A. C. No. 7791
- (5) Date accepted from contractor:                      Other (specify)
- (6) Total hours:                      Hours since overhaul:
- (7) Engine model:
- (8) Engine A. C. No.'s:
- (9) Extent of damage to engine(s): Complete Wreck
- (10) Total engine hours:
- (11) Engine hours since overhaul:
- (12) Purpose of flight:  ferrying to Accra
- (13) Took off from: Widewater Field Time: 0706 GMT
- (14) Weather at time of accident: Partly cloudy, variability, 7 miles
- (15) Pilot (name and rank): Telesmanic, W. R., 1st Lt.
- (16) Pilot's station: Fort Wayne, Ind. A.C.
- (17) Reg. Army:                      Res. ext. duty:                      Res. inactive:
- (18) Org. assigned:
- (19) Org. attached for flying:
- (20) Regular duties assigned:
- (21) Original pilot rating and date:
- (22) Total pilot hours:                      Hours on this model:
- (23) Hours per month last 3 months:
- (24) Models flown last 3 months:
- (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:
- (26) Damage to private property; Yes or No:

(27) RESULTS TO PERSONNEL

DUTY	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS:				A	B	C	D	Used parachute
	Commander	Navigator	Bomber	Other crew					
	C-Commander	N-Navigator	B-Bomber	O-Other crew					
	F-Pilot	R-Radio operator	E-Engineer	P-Passenger					
	CP-Copilot	G-Gunner	PH-Photographer						
	OB-Observer								
	Name, rank, and Army status, as: Regular Army, Res. ext., Res. Inact., etc.								
<u>F</u>	<u>Telesmanic, W. R., 1st Lt.</u>				<u>MISSING</u>				
<u>CP</u>	<u>Blessing, G. R., 2nd Lt.</u>				<u>MISSING</u>				
<u>E</u>	<u>Lencir, B. H., S/Sgt.</u>				<u>MISSING</u>				
<u>R</u>	<u>Hunter, J. B., T/Sgt.</u>				<u>MISSING</u>				
<u>N</u>	<u>Hayman, D. R., Pvt.</u>				<u>MISSING</u>				

MAY 1 43AM



RECEIVED  
MR. AAF, DIRECTOR

(Explain any unsuccessful procedure in this space)

DAMAGE TO AIRCRAFT (Less power plant)	NATURE (Check one only)	
	A	B
	A-Collisions in full flight with other aircraft.	B-Collisions in full flight with objects other than aircraft.
	C-Spins or stalls following engine failure.	D-Spins or stalls without engine failure.
<u>A-Complete wreck</u>	<u>X</u> E (1)-Emergency forced landings.	E (2)-Deferred forced landings.
<u>B-Major overhaul</u>	<u>                    </u> F-Landing accidents.	<u>                    </u> G-Take-off accidents.
<u>C-Major replacement</u>	<u>                    </u> H-Taxing accidents.	<u>                    </u> I (1)-Fires in the air.
<u>D-Minor damage</u>	<u>                    </u> I (2)-Fires on the ground.	<u>                    </u> N-Structural failure.
<u>E-No damage</u>	<u>                    </u> X-Miscellaneous.	<u>                    </u> Y-Undetermined.

CAUSES	%	%	%
Error of judgment,			
Poor technique,			
Disobedience of orders,			
Carelessness or negligence,			
Miscellaneous,			
Supervisory personnel,			
Maintenance personnel,			
Other personnel,			
Fuel system,			
Cooling system,			
Ignition system,			
Lubrication system,			
Engine structure,			
Propeller and propeller accessories,			
Engine control system,			
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,			
Handling qualities,			
Instruments,			
Miscellaneous equipment (specify),			
Weather,			
Darkness,			
Airport or terrain,			
Other,			
Undetermined,			

RFC

RESTRICTED

(28) PILOT'S STATEMENT (State how the accident occurred, giving all details as to conditions, causes, and influencing factors)

NO STATEMENT

RECEIVED

30 APR 29 PM 54

HQ. U.S. A.F. DR. FLYING SAFETY

Signature \_\_\_\_\_ Pilot

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

Because of lack of any information, the board can merely state the facts recorded in paragraphs two(2), four(4), nine(9), twelve(12), and thirteen(13).

(30) RECOMMENDATIONS:

NONE

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: Henry D. Orr Captain President  
 (Name) (Rank) (Designation)

Signed: Philip M. Main Captain Operations Officer  
 (Name) (Rank) (Designation)

Signed: Allen V. Young Captain Member  
 (Name) (Rank) (Designation)

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

Paragraphs 5, 6, 7, 8, 10, 11, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, information not available at this station.

686

- 5 -

Station \_\_\_\_\_ Date \_\_\_\_\_ Signature \_\_\_\_\_

(32) REMARKS AND RECOMMENDATIONS:

None

4

1

ENCLOSURES (line out those not applicable) Station Wicks Lake Field Date April 17, 1943

Signature James A. Rowin Colonel, A.C. Commanding

RESTRICTED

CONFIDENTIAL

(This form becomes confidential when weather data is entered)

Report Serial No.

FROM ASCENSION To ACCRA TRACK DIRECT ETD 0700 GHT Dec 18 1972

FLIGHT FORECAST

To Leg	STATE OF WEATHER	Lower Cloud AMOUNT, TYPE, BASE	Top Lower Cloud	Upper Cloud AMOUNT, TYPE, BASE	Winds Above - Knots			
					2000 ft.	5000 ft.	7000 ft.	9000 ft.
11	Partly Cloudy	.4 Sc 2000	5000	.3 CS U	SE 18	E 10	ENE 12	ESE 12
04	Cloudy	.6 SC 2000	6000	.3 BS U .4 AC 12000	SE 15	ENE 12	NE 16	NE 18
ACCRA	Cloudy	.6 CU 2000	8000	.4 AC 12000	SSW 10	ENE 18	NE 18	NE 22

TERMINAL FORECAST

TERMINAL	STATE OF WEATHER	Lower Cloud AMOUNT, TYPE, BASE	Top Lower Cloud	Upper Cloud AMOUNT, TYPE, BASE	SURFACE WIND, MILES	VISIBILITY, MILES	SEA LEVEL PRESSURE, INCHES
ACCRA 1300-1900	Partly Cloudy	.2 CU 1500	7000	.3 CI .2 AC 12000	SW 10	6	29.90

REMARKS:

Certified TRUE COPY:

*John T. Slusher*

JOHN T. SLUSHER  
2nd. Lieut., AC  
Ass't. B. N. O.

1

686

(Name) O. O. Daleke

**TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE**

- (1) The Accident Classification Committee of Widewater Field, Perry met on April 16, 1943 and determined the following:
- (2) Place, date, and time of accident South Atlantic Ocean (5) Pilot (name and rank) Telesmanic, W. R., 1st Lt.  
between Assension and Acra, Dec. 18, 1942 (16) Pilot's station Fort Wayne, Ind. A. C.
- (3) Aircraft station Unknown (17) Reg. Army Res. ext. duty Res. inactive
- (4) Aircraft model B-26 A. C. No. 7791 (18) Reg. Army Res. 14-day Grad. cadet Student
- (5) Date accepted from contractor \_\_\_\_\_ Other (specify) \_\_\_\_\_
- (6) Total hours \_\_\_\_\_ Hours since overhaul \_\_\_\_\_ (19) Org. assigned \_\_\_\_\_
- (7) Engine model \_\_\_\_\_ (20) Org. attached for flying \_\_\_\_\_
- (8) Engine A. C. No.'s \_\_\_\_\_ (21) Regular duties assigned \_\_\_\_\_
- L. O. \_\_\_\_\_ L. I. \_\_\_\_\_ R. I. \_\_\_\_\_ R. O. \_\_\_\_\_
- (9) Extent of damage to engine(s) Complete Wreck (22) Original pilot rating and date \_\_\_\_\_
- L. O. \_\_\_\_\_ L. I. \_\_\_\_\_ R. I. \_\_\_\_\_ R. O. \_\_\_\_\_
- (10) Total engine hours \_\_\_\_\_ (23) Total pilot hours \_\_\_\_\_ Hours on this model \_\_\_\_\_
- L. O. \_\_\_\_\_ L. I. \_\_\_\_\_ R. I. \_\_\_\_\_ R. O. \_\_\_\_\_ (24) Hours per month last 3 months \_\_\_\_\_
- (11) Engine hours since overhaul \_\_\_\_\_ (1) \_\_\_\_\_ (2) \_\_\_\_\_ (3) \_\_\_\_\_
- L. O. \_\_\_\_\_ L. I. \_\_\_\_\_ R. I. \_\_\_\_\_ R. O. \_\_\_\_\_ (25) Models flown last 3 months (1) \_\_\_\_\_ (2) \_\_\_\_\_ (3) \_\_\_\_\_
- (12) Purpose of flight Ferrying to Acra
- (13) Took off from Widewater Field Time 0706 GMT (26) Secure from Flight Surgeon, if pilot error is a causal factor: Yes
- (14) Weather at time of accident. (If weather was a causal factor) Partly cloudy, visibility, 7 miles Was there any physical or neuropsychic condition which would in any way account for this accident? Yes or No.  
If "Yes", attach complete statement of the condition and its bearing upon the accident.
- (27) Damage to private property: Yes or No.  
If "Yes", attach A. C. Form No. 17, "Damage to property certificate."

RESULTS TO PERSONNEL					%	%	%	CAUSES									
DUTY	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS:				A	B	C	D	Used parachute	PILOT ERROR	FEEL-SONNEL ERROR	OTHER FEEL-SONNEL	POWER PLANT	MATERIAL	AIRCRAFT STRUCTURE	MISCELLANEOUS	
	Name, rank, and Army status, as: Regular Army, Res. ext., Res. Inact., etc.																
P	Telesmanic, W. R., 1st Lt.																Error of judgment, Poor technique.
CP	Blessing, C. R., 2nd Lt.																Disobedience of orders, Carelessness or negligence,
E	Jenoir, B. H., S/Sgt.																Miscellaneous,
R	Bunter, J. B., T/Sgt.																Supervisory personnel, Maintenance personnel, Other personnel,
H	Hayman, D. R., Pvt.																Fuel system, Cooling system, Ignition system, Lubrication system, Engine structure, Propeller and propeller accessories, Engine control system, 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, Handling qualities, Instruments, Miscellaneous equipment (specify),
																	Weather, Darkness, Airport or terrain, Other,
																	Undetermined,

MAY 12 43 AM



**RECEIVED**  
WAR DEPT., DIRECTOR  
OF FLYING OPERATIONS

DAMAGE TO AIRCRAFT (Less power plant)		NATURE (Check one only)
		A—Collisions in full flight with other aircraft.
		B—Collisions in full flight with objects other than aircraft.
		C—Spine or stalls following engine failure.
		D—Spine or stalls without engine failure.
A—Complete wreck,	<input checked="" type="checkbox"/>	E (1)—Emergency forced landings.
		E (2)—Deferred forced landings.
B—Major overhaul,		F—Landing accidents.
		G—Take-off accidents.
C—Major replacement,		H—Taxiing accidents.
		I (1)—Fires in the air.
		I (2)—Fires on the ground.
D—Minor damage,		N—Structural failure.
		X—Miscellaneous.
E—No damage,		Y—Undetermined.



RESTRICTED

(28) PILOT'S STATEMENT (state how the accident occurred, giving all details as to conditions, causes, and influencing factors)

NO STATEMENT

Signature

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

Because of lack of any information, the board can merely state the facts recorded in paragraphs two(2), four, nine(9), twelve(12) and thirteen(13).

(30) RECOMMENDATIONS:

NONE

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 *Henry D. ...*  
(Name)

Captain President  
(Rank) (Designation)

Signed *Philip M. ...*  
(Name)

Captain Operations Officer  
(Rank) (Designation)

Signed *Allen V. Young*  
(Name)

Captain Member  
(Rank) (Designation)

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

Paragraphs 5, 6, 7, 8, 10, 11, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, information not available at this station.

Station

Date

Signature

- 8 - 588

(32) REMARKS AND RECOMMENDATIONS:

Enclosures (list but these not applicable):

Stations: Wideswale Field

Date: April 17, 1943

Signature *James A. ...*  
James A. ... Colonel, A. C.  
Commanding

RESTRICTED

**RESTRICTED**

Transmittal of AAF Form 16

Deputy Chief, Flying Safety, Washington  
(Attention: Major Yankovitch)  
Flying Safety, Winston-Salem

17 June 1946

FM/SM/LS/60011-157

As per request of TCM, AFAPB 408 S dated 12 June 1946, enclosed is  
photostat copy of AAF Form 16, pilot 1st Lt. W. E. Telemanis, aircraft  
2-04 7771, 15 December 1945.

1 Incl: AAF Form 16  
Accident No. 45-12-18-802

J. B. COLLETT  
Captain, Air Corps  
Executive, Accident Analysis Division

686

- 9 -

**RESTRICTED**

HEADQUARTERS ARMY AIR FORCES

DFS

MESSAGE CENTER

Attached is EXACT copy number 11 of message number W 3700

to Indon from Indon dated 3/29 the following distribution has been made within the Air Forces as indicated by X

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<input type="checkbox"/> AFDMAS	<input type="checkbox"/> AFTSC	<input type="checkbox"/> AFRBS	<input type="checkbox"/> AFASC
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<input type="checkbox"/> AFDMC			

INTRA DIVISION RECORD

686

REFERRED TO	SIGNATURE	TIME	DATE

*Telemanis, W.R.*

8-1677, AF

**CONFIDENTIAL**  
**RESTRICTED**

WAR DEPARTMENT

CLASSIFIED MESSAGE CENTER CCWD  
March 29, 1943

LLW-1 Nr 2  
Filed 1345Z/29  
rlw

**INCOMING MESSAGE**

**PRIORITY**

From: USSOS London  
To: AGWAR

In Reply Cite: W 3700, March 29, 1943

William R. Telesmanic-1st Lt 0727944 AQGY  
SOSAG (signed Lee) and Joseph P Hunter T Sgt  
11041138 both above 320th Bomb Gp, both above  
died 18th Dec CARGO while enroute from Ascension  
Islands as result of AP crash at sea.

✓ Leon D. Stipe S Sgt 17037932, 12th Tr  
Carrier Sq died 9th Nov CARGO ANGRY NOMAD SOLID  
HUMOR at Hamoul Algeria of fractured skull occipital  
region compound, comminuted, wound lacerated, oc-  
cipital region 3 inch length, wound lacerated 2/3  
distal left foot.

Above information extracted from WDAGO forms  
52, no record of casualties recd in this Hq. Records  
Hq. Records being forwarded your Dept today.

No Sig

ACTION: ASF  
INFORMATION: CG AAF

73-12-18-503  
686  
**INFORMATION**

CM-IN-15741 (29 Mar 43) 1548Z emm

**RESTRICTED**  
**CONFIDENTIAL**

11  
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HEADQUARTERS ARMY AIR FORCES

*DFS*

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Attached is EXACT copy number 11 of message number 2099

to / from Alger dated 2-21-43. The following distribution has been made within the Air Forces as indicated by X

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| <input checked="" type="checkbox"/> AFCAS | <input type="checkbox"/> AFMAG-Pub.       | <input type="checkbox"/> AFRAS            | <input type="checkbox"/> AFTSW     |
| <input type="checkbox"/> AFIMS            | <input checked="" type="checkbox"/> AFMSC | <input type="checkbox"/> AFRBS            | <input type="checkbox"/> AFASC     |
| <input type="checkbox"/> AFAAP            | <input type="checkbox"/> AFTAI            | <input type="checkbox"/> AFRDB            | <input type="checkbox"/> AFATC     |
| <input type="checkbox"/> AFAPB            | <input type="checkbox"/> AFISA            | <input type="checkbox"/> AFRIT            | <input type="checkbox"/> AFAMC     |
| <input checked="" type="checkbox"/> AFABI | <input type="checkbox"/> AFTSI            | <input type="checkbox"/> AFROM            | <input type="checkbox"/> AFTCC     |
| <input checked="" type="checkbox"/> AFDIS | <input type="checkbox"/> AFAJA            | <input type="checkbox"/> AFDOP            | <input type="checkbox"/> COL. KYLE |
| <input type="checkbox"/> AFACT            | <input type="checkbox"/> AFTAS            | <input type="checkbox"/> AFPCP            | <input type="checkbox"/> JOINT     |
| <input type="checkbox"/> AFADS            | <input type="checkbox"/> AFBFO            | <input checked="" type="checkbox"/> AFPPM | <input type="checkbox"/> WEATHER   |
| <input type="checkbox"/> AFAEP            | <input checked="" type="checkbox"/> AFDFS | <input type="checkbox"/> AFDTS            | <input type="checkbox"/> CENTRAL   |
| <input type="checkbox"/> AFDFU            | <input type="checkbox"/> AFDNR            | <input type="checkbox"/> AFTSC            | <input type="checkbox"/> AFICB     |
| <input type="checkbox"/> AFDMC            |   |   |                                    |

INTRA DIVISION RECORD

REFERRED TO	SIGNATURE	TIME	DATE

*Telemanley, W. R.*

**RESTRICTED**  
**CONFIDENTIAL**

WAR DEPARTMENT  
CLASSIFIED MESSAGE CENTER

B 22 YQVB  
filed 21262/21  
fb

**INCOMING MESSAGE**

CWD  
Feb. 21, 1943  
1102 Z

From: Algiers  
To: WAR

No. 2099 February 21, 1943

Clayton R Blessing 2nd Lt 0791266 44th  
Bomb Sq 320th Bomb Gp rearad 2541 Feb 19  
accidentally killed 18 Dec 42 plane crash non  
battle casualty AGWAR BPXPC-R from FEAGS signed  
Eisenhower report of death and allied papers  
forwarded CGISOS ETOUSA 21 Jan 43 for trans-  
mittal TAG.

No Sig

ACTION: SOS  
INFORMATION: CGAAF

**INFORMATION**

CM-IN-10922 (21 Feb 43)

1412Z

1JR

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**RESTRICTED** No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

43/13

11

AFDFS

Accident No. 73-12-18-522

Date errors which change the meaning of the McBee Card

Analyzed by [Signature] 2/2/42

Typed by

Coded by

Punched by

Verified by

626

AR112-42