

Accident Report 43-12-10-501

B-26B Marauder 41-17862

440th Bomb Squadron

319th Bomb Group

December 10, 1942

1 Lt. Grover C. Hodge, Jr., 0-789226, Pilot

2 Lt. Paul W. Janssen, 0-727881, Co-Pilot

2 Lt. Emanuel J. Josephson, 0-727019, Navigator

Cpl. Frank J. Galm, 12037633, Radio Operator

Sgt. Russell Weyrauch, 16042586, Flight Engineer

Cpl. James J. Mangini, Jr., 12077708, Gunner

Sgt. Charles F. Nolan, 32174825, Passenger

P.O. #558 9/ Postmaster,
New York, N. Y.

1526 Z - 43-12-10-501

Lt. Hodge was the leader of a flight of B-26's. The flight had to fly at about 11,500 ft. due to clouds. Two wing men were lost from Lt. Hodge's sight & he ordered them to return to their base.

The last sight of Lt. Hodge was at about 13,000 ft. circling in a clear area.

It is believed Lt. Hodge encountered weather or mechanical difficulties beyond his status of training or performance of his aircraft.

P. B. H.

HEADQUARTERS, NORTH ATLANTIC WING
AIR TRANSPORT COMMAND
PRESQUE ISLE, MAINE

TLB/EPE/jfr
December 26, 1942

SUBJECT: Transmittal of A.A.F. Form No. 14.

TO: Commanding General, Army Air Forces, War Department, Washington, D. C.

1. Transmitted herewith W.D., A.A.F. Form No. 14, on the following aircraft:

B-26 B	41-17833
B-26	41-17760
B-26	41-17862

in accordance with A.A.F. Regulation No. 62-14, W.D., Headquarters, Army Air Forces, Washington, D. C.,

2. Transmitted also is A.A.F. Form No. 14 on an RAF Boston which was submitted to this headquarters by the Control Officer at BW-1.

T. L. Boyd
T. L. BOYD,
Lt. Col., Air Corps,
G-3.

4 Incls.
Incl 1 - Form 14 on B-26, 41-17833
Incl 2 - Form 14 on B-26, 41-17760
Incl 3 - Form 14 on B-26, 41-17862
Incl 4 - Form 14 on Boston, RAF

2 FS

FORM NO. 1
A. F. FORM NO. 1
(1st Edition, May 1942)

SUPPLEMENTAL REPORT
WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Accident No. 43-12-10-501
Un

(1) Place North Bank of Cape Suzlek, Labrador (2) Date December 10, 1942 (3) Time 1855 GMT
AIRCRAFT: (4) Type and model B-26B (5) A. F. No. 41-17862 (6) Station in transit
Organization: (7) Air Transport (8) 319th Bomb (9) 440th Bombardment
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL No. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Hodge, Grover C.	P	0-789226	1st Lt.	18	A.C.	A.T.C.	Fatal	None
CP	Janssen, Paul W.	P	0-727881	2nd Lt.	18	A.C.	"	Unknown	"
N	Josephson, Emanuel J.	N	0-727019	2nd Lt.	18	"	"	"	"
R	Galm, Frank J.	R	12037633	Cpl.	38	"	"	Fatal	"
E	Weyrauch, Russell (NAT)	G	16042586	Sgt.	38	"	"	"	"
G	Mangini, James J., Jr.	G	12077708	Cpl.	38	"	"	"	"
X	Nolan, Charles F.	E	32174825	Sgt.	38	"	"	Unknown	"

PILOT CHARGED WITH ACCIDENT

(20) Hodge Grover C (31) 0-789226 (23) 1st Lt. (25) 18 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (26) Air Transport (28) 319th Bomb. (27) 440th Bomb. (28) in transit
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) (30) (31) (32) (33)
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (23) P (34) 4-29-42 Present rating (35) P (36) 4-29-42 Instrument rating (37) 7-20-42
(Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours: No record this station
(at the time of this accident)

(38) This type approximately	375:00	(42) Instrument time last 6 months APPROX.	11:00
(39) This model	300:00	(43) Instrument time last 30 days	1:00
(40) Last 90 days	50:00	(44) Night time last 6 months	100:00
(41) Total	700:00	(45) Night time last 30 days	0:00

AIRCRAFT DAMAGE

DAMAGE				(46) LIST OF DAMAGED PARTS
(46) Aircraft	M			
(47) Engine(s)	M	M		
(48) Propeller(s)	M	M		

(49) Weather at the time of accident

(51) Was the pilot flying on instruments at the time of accident NO
(52) Cleared from On top (53) To Alkali (54) Kind of clearance Contact or on top
of broken clouds

(55) Pilot's mission Ferrying aircraft to Presque Isle, Me. for rerouting to South Atlantic.

(56) Nature of accident Aircraft forced to land.

(57) Cause of accident Aircraft became lost due to radio equipment becoming inoperative and faulty navigation

RESTRICTED

WAR DEPARTMENT
A. A.F. Form No. 14
(Revised May 15, 1942)

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. **60**

(1) Place **APC #658, c/o Postmaster, New York, N.Y.** Date **December 10, 1942** (3) Time **1525 Z**
AIRCRAFT: (4) Type and model **B-26** (5) A. F. No. **41-17862** (6) Station **In Transit.**
Organization: (7) **3rd A.F.** (8) **319th Bomb.** (9) **440th Bomb.**
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Hodge, George G.	P	0-789226	1st Lt.	201	A.C.	3rd A.F.	Lost	Unknown
CP	Jansson, Paul W.	P	0-727881	2nd Lt.	201	"	"	"	"
W	Josephson, Emanuel J.	W	0-727019	2nd Lt.	201	"	"	"	"
R	Galm, Frank J.	R	12037833	Cpl.	1E1	"	"	"	"
W	Warranch, Russell (HMI)	G	16042584	Sgt.	1E1	"	"	"	"
W	Mangini, James J., Jr.	G	12077706	Cpl.	1E1	"	"	"	"
X	Nolan, Charles F.	W	32174828	Sgt.	1E1	"	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) **Hodge** **George** **G.** (21) **0-789226** (22) **1st** (23) **201** (24) **A.C.**
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) **3rd A.F.** (26) **319th Bomb.** (27) **440th Bomb.** (28) **In Transit.**
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) **3rd A.F.** (30) **319th Bomb.** (31) **440th Bomb.** (32) **In Transit.**
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) **P** (34) **4-29-42** Present rating (35) **P** (36) **4-29-42** Instrument rating (37) **4-29-42**
(Rating) (Date) (Rating) (Date) (Rating) (Date)

First Pilot Hours: **No record at this station.**
(at the time of this accident)

(38) This type **Approximately** **375:00** (42) Instrument time last 6 months **Approx.** **11:00**
(39) This model **"** **300:00** (43) Instrument time last 30 days **"** **1:00**
(40) Last 90 days **"** **50:00** (44) Night time last 6 months **"** **100:00**
(41) Total **"** **700:00** (45) Night time last 30 days **"** **0:00**

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft Complete Loss.	
(47) Engine(s) "	
(48) Propeller(s) "	

(50) Weather at the time of accident **See route forecast folder.**

(51) Was the pilot flying on instruments at the time of accident **Unknown.**
(52) Cleared from **Clouds** (53) To **Albany** (54) Kind of clearance **Contact or on top**
of Broken clouds.

(55) Pilot's mission **Ferrying aircraft to PIAAF for rerouting by way of South Atlantic**

(56) Nature of accident **Undetermined.**

(57) Cause of accident **Undetermined.**

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition).

On 12-10-42 Orote and Goose giving, and forecasting to remain, favorable weather with weather forecasted as good it was decided to clear B-26's to Goose. Tops were forecasted to be about 13,000 feet and the pilots were cautioned against instrument flying.

Lt. Hodge's flight departed Orote at 1257 G.M.T. and formed west of Sancho.

About 250 miles west of the Greenland Coast the flight encountered thin high clouds. Lt. Hodge led his flight into openings and breaks at 8,000 feet and started climbing. As the clouds thickened Lt. Hodge ordered a 180 degree turn but lost two of his wing men in the clouds. Lt. Hodge then ordered the two ships to return. Lt. Peppin, right wing man, radioed back that he was in the clear at 11,500 feet and was told to proceed to Goose. Another wing man, Lt. Gammon, was having radio trouble and at no time heard Lt. Hodge; he topped everything at 13,000 feet and proceeded to Goose. The third wing man, Lt. Floyd, followed Lt. Hodge.

Lt. Hodge, followed by Lt. Floyd, circled in a clear area at 13,000 feet. Lt. Floyd was circling with frozen controls when he saw the lead ship head in the general direction of Goose. This was the last seen of Lt. Hodge.

Unable to follow, Lt. Floyd, when his controls freed, returned to Orote.

It is believed Lt. Hodge encountered weather or mechanical difficulties beyond his status of training and the performance of his aircraft and this was directly responsible for the loss of his aircraft.

See attached reports made by other pilots cleared west that morning and the route forecast folder turned in by an R.A.F.C. eastbound pilot.

RECEIVED
NO. 111 DIRECTOR
OF FLYING SAFETY



RECEIVED
NO. 111 DIRECTOR
OF FLYING SAFETY



NOV 31 1942

Signature: EARL W. SWENNEY, Lt. Col., A.C.

DANIEL F. LINDSEY, Capt., A.C.

ROBERT E. WHITTE, Capt., A.C.

Date: 12-15-42

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

From the notes left by the pilot, the following is presumed to have happened:

After departing from BW-1, the pilot was forced to go on instruments. After some time he turned to the Southwest till he found a break in the clouds and descended through in order to fly CFR. Navigator gave a correction to get back on the course, but evidently the correction was too large. The pilot tuned in on the Goose Bay range approximately half way between BW-1 and Goose Bay and after receiving the signal for a short space of time, the set evidently went dead.

The pilot attempted to use the radio compass and the liaison set, but failed to receive any signal from the Goose Bay range.

The flight continued on the corrected course given by the Navigator till the East coast of Labrador was reached. At that point the Pilot decided they were South of the course and headed North along the coast line. After some time the Pilot realized they were North of the course and nearly out of fuel, so he turned around and headed South, at the same time looking for a place to land.

They found a spot that looked fairly good for a crash landing so went in with the wheels up. The bomb bay was ripped open and one prop tip went thru the fuselage just in back of the pilot. Evidently there were no injuries to any of the crew members.

The aircraft made a crash landing approximately 20 miles North of Hebron, Labrador, although at that time the crew did not know the approximate position.

Three of the crew members, after a few days, struck out for Goose Bay and were never heard of. The four remaining crew members evidently died of exposure and exhaustion.

RECOMMENDATIONS: None.

RECEIVED

1943 MAY 20 AM 8 41

HQ. A.A.F.
DIR. FLYING SAFETY

RECEIVED
MAY 21 1943



WILLIAM R. WALNER
Major, Air Corps

Signature

T. L. Boyd

T. L. BOYD, Lt. Colonel, A.C.
A-3, North Atlantic Wing, ATC
Presque Isle, Maine

Date May 15, 1943

Jesse W. Haws
JESSE W. HAWS
Captain, Air Corps

HEADQUARTERS, NORTH ATLANTIC WING
AIR TRANSPORT COMMAND
PRESQUE ISLE, MAINE

NAV/A-3/EPE/mn
May 17, 1943

SUBJECT: Transmittal of WD A.A.F. Form No. 14
(Supplemental Report)

TO : Commanding General, Army Air Forces,
Washington, D. C.

Transmitted herewith is War Department A.A.F. Form No. 14
(Supplemental Report), covering aircraft accident of B-26B No. 41-
17862, at Cape Suglek, Labrador, on December 10, 1942.

For the Commanding General:

T. L. Boyd
T. L. BOYD,
Lt. Colonel, Air Corps,
A-3.

✓ 1 Incl.
W.D.A.A.F. Form No. 14
(Supplemental Report)

RFC
54

AFG 4033, c/o Postmaster,
New York, New York.

Flight Report

B-26-B 117745

December 10, 1942.

Took off from BW-1 at 1230. Left Simutak 1340 flying at 8500 ft. flight of three airplanes. Sky was clear. Encountered a scattered layer that became broken about 1000 ft. below. Cumulus clouds were encountered and our altitude was increased to 8000 ft. in order to go between the clouds.

The level of the lower clouds increased and we topped all of them at 8000 ft. We ran into a condition where there were no breaks ahead as we let down to 1000 feet and tried to go under. There were showers to the surface of the water with no breaks. We climbed back up thru the scattered and broken layers. We climbed to 14,500 and flew into the top of some clouds. We called the other ships in the flight telling them that we were going to turn back. About this time we broke into the clear and informed the flight that we were on top in the clear at 14,500 and heading on course again. Neither message was acknowledged by the flight (VHF). We were about 200 ft above broken clouds. As we continued on course the clouds lowered until at the coast, they were scattered at 2500 ft. We flew contact from coast to Cape.

Navigator took a sun shot when we broke into the clear at 14,500 and calculated our position to be 56° 50' N, 54° 03' W. Flight separated at this point.

A TRUE COPY:

Signed: Adolph E. Zimmer
Captain, A.C.

Robert E. Griffin
ROBERT E. GRIFFIN,
Captain, Air Corps,
Control Officer.

APO #888, c/o Postmaster,
New York, New York.

December 10, 1942.

We were told that the weather to be encountered would be mostly broken or scattered with tops at approximately 10 to 12 thousand. It was my intention to try and weave through the cumulus clouds at about 8,000 which was approved by the weather officer. Approximately 200 miles out we encountered solid overcast with a few breaks or holes at about 8,000. This steadily rose until we were forced to thirteen thousand to top it. This maximum height lasted for about 75 miles gradually lowering to about 8500 at the Labrador coast. I was leading a three ship formation consisting of Brenda H and Brenda Q I heard Lt. Nodge in Nellie U. call on the command net (6440 K.G.) ordering his flight to make a 180° turn and later to take up a heading of 90°. After that I heard no more from him. Due to my encountering engine trouble about half way on the course both of my wing ships were forced to go on and land ahead of me.

A TRUE COPY:

Robert E. Griffin
ROBERT E. GRIFFIN,
Captain, Air Corps,
Control Officer.

Signed Lt. A.J. SMITH
Turtle Q
#117818
E-25-3

WFO #458, c/o Postmaster,
New York, New York.

December 10, 1942

I was flying on Lt Hedges left wing when we encountered thin high clouds. This was approximately 1445 GMT and about 200 to 250 miles from the coast of Greenland. We entered the clouds at about 7000 ft and began to pick our way through the openings and the thinnest portions of the clouds and at the same time gaining altitude. The clouds were very thin and Lt Hodge was in sight most of the time. I picked up a little wing ice in these clouds.

The last time I saw Lt Hodge was a couple minutes before I broke out of this cloud bank. We were at ten thousand ft. and Lt Hodge made a slight turn to the left and crossed over the top of us. I broke out of the bank and was over the top of the overcast at 12000. Lt Hodge did not come out of the clouds so I continued to Goose Bay. There were two other planes in our formation when we started picking our way through the clouds. I lost the other two planes the same time I lost sight of Lt Hodge.

At no time did I hear Lt Hodge on the radio although at the time I was having trouble with my radio.

The overcast was solid until we reached the coast after that there were scattered clouds. The top was 12000 lowering to 9000 at the coast.

A TRUE COPY:

Signed ALBERT L. SAMMON
1st Lt AAF
440th Bomb Sq.

Robert E. Griffin
ROBERT E. GRIFFIN,
Captain, Air Corps,
Control Officer.

APC #888, c/o Postmaster,
New York, New York.

December 10, 1942.
Geese Bay, Labrador.

U.S. Air Corps ship #413083 piloted by myself departed from BW-1 at 1300 G.M.T. on December 10, 1942.-destination Geese Bay Labrador.

The flight was uneventful. Our flight of two B-25C aircraft was delayed about 20 minutes in the vicinity of Sinitak Island (BW-3). We left the coast of Greenland at 13:45 G.M.T. The weather was generally clear visibility 20 miles around coastlines. Encountered an overcast about 80 miles off coast running from about 1000 feet in layers up to approx. 8 or 10 thousand. Further on course we had to ascend to 14-15 -16 thousand feet and alter our course several times to avoid the higher peaks of lowering cumulus. We encountered no icing conditions avoiding clouds of all types.

The entire flight over the strait was made over the top with only occasional glimpses of the water through holes in the overcast.

The clouds became scattered about 80 miles off coast of Labrador and we flew into Geese Bay contact at seven thousand.

Our flight was of 4 hrs. 50 minutes duration.

We landed at Geese Bay 17:50 G.M.T.

A TRUE COPY:

Signed: WILLIAM T. SCHNEIDER,
2nd Lt. A.C.
Pilot

ROBERT E. GRIFFIN,
Captain, Air Corps,
Control Officer.

AFPO #252, c/o Postmaster,
New York, New York.

December 10, 1942

Flying right wing of Lt. Hodge's ship "Molly U". The formation went into the clouds at approximately 8,000'. This was about 350 miles out of NW-S enroute to Goose Bay. Upon entering the clouds we lost sight of the other ships and climbed to the right to avoid other ships.

At approximately 11,500 we broke through to the top of the cloud deck having lost a little while going up. From then on we did not see any of the ships in the formation.

"Molly U" gave instructions to make a 180° turn. We radioed back our position in the clear on top of the deck and told him to climb to our level.

Lt. Hodge gave instructions to take a heading of 90° and upon learning that we were in the clear told us to take up a heading of 270° and proceed to Goose Bay. This was the last contact we had with Lt. Hodge.

A TRUE COPY:

SIGNED: Lt. A.C. Peppin-pilot B-26

Robert H. Griffin
ROBERT H. GRIFFIN,
Captain, Air Corps,
Control Officer.

LT. A.C. PEPPIN - pilot B-26
Turtle U
117749(Ship NO.)

AFG #838, c/o Postmaster,
New York, New York.

December 10, 1942.

I was the lead ship of two-B-25's, leaving B.W.3 at approximately 13:45 G.M.T.

Our altitude enroute for the first hour of flight was at 9000 feet. At this time we encountered high, heavy, bad weather clouds. We immediately altered our course to the south, where it appeared to be lower. After five or ten minutes of flight we found an opening to the north-east. Zig-sagging our course and gradually attaining an altitude of 15000 feet, we finally topped the clouds.

We encountered no icing conditions and visibility was generally good. Our two ships were in sight of one another at all times.

A TRUE COPY:

SIGNED: John G. Persson,
2nd Lt. A.C.

Robert E. Griffin
ROBERT E. GRIFFIN,
Captain, Air Corps,
Control Officer.

APC 4858, c/o Postmaster
New York, New York.

December 11, 1942.

This is to certify that I, Lt. Robert L. Floyd, O-451785 AG, took off from BV-1 on the morning of December 10, 1942, fourth ship in a four-ship formation of B-26's lead by Lt. Grever G. Hodge, O-789226 AG. The flight formed approximately 25 (twenty five) miles southwest of BV-3 at 13:25 GMT, and proceeded between 6,000 ft. and 8,000 ft. on course to Goose Bay. All cloud formations were topped except what appeared to be very thin cirrus.

At approximately three hundred (300) miles from BV-3 a cloud bank was encountered. The highest altitude I reached was fourteen thousand five hundred (14,500) feet, and I could not top the clouds. A bank was made to the left evidently to get through a slight break. The leader increased his bank, and completed a 180° turn to the left, calling to the flight to do the same. One ship had already entered the cloud, the other evidently was unable to keep in the formation in the turn and also went ahead. These two ships were wing-ships. I was flying above and behind the leader, who began circling at 13,000 ft. and called to the flight to reform. The leader however, was all I sighted thereafter.

In an opening that was clear above and down to the surface, the leader circled and I followed until I began losing control of my ship. The first surface I lost was the elevator trim tab, which was immovable in either direction. In a short time I could get minimum rudder action with force. When the ailerons would not respond, I was forced to discontinue the circle. The last I saw the lead ship, it was on a heading of West to South West.

Having flown through no clouds whatever the icing of the controls was the first indication I had of icing conditions except consistent vapor trails left by the ships in front of me. I did finally get carburetor ice, with slight loss of manifold pressure and RPM. After the controls failed to respond. The opening below was large enough to make it possible to stay out of clouds as we descended. A maximum bank of ten (10°) degrees was all I could make and control, and that practically with ailerons alone. Rudders were of practically no use whatever. As we had been through no clouds, there was no ice whatever on the wings, though there was a very thin coat on the engine cowling. Free air temperature was minus twenty (20) degrees centigrade at 13,000 ft.

More than thirty (30) minutes were required to descend from 13,000 ft. to 2,000 ft. a descent of more than three hundred (300) ft. per minute increased oil temperature of the left engine to one-hundred-ten (110°) degrees centigrade (ten degrees over operational limits). Decreasing manifold pressure decreased cylinder head temperature below operational limits. The most satisfactory power settings were twenty-five (25) inches H G manifold pressure and nineteen-hundred (1900) R.P.M., with a descent of 300 ft. per minute, and frequently it was necessary to maintain level flight and increase manifold pressure to keep cylinder head temperature and oil temperature within operational limits.

When we finally reached 2,000 ft. (two thousand) engine operation became normal and I regained normal control of the ship. The last surface to break loose was the elevator trim tab.

The base of broken clouds that we had been able to top between 5,000 and 8,000 ft. (six and eight thousand) was at 2,000 ft. (two thousand) with snow showers. I tried to maintain a course to Goose by dodging the showers, but encountered a solid wall and decided to return to BW-1.

For several minutes dodged snow showers on returning, but as they became more frequent, I was forced to go on instruments for some five minutes through one. Free air temperature was plus five (plus 5° C.) degrees centigrade, visible water on the engine cowling was not freezing, and I did not find an opening large enough with top low enough to climb back above two thousand (2000) ft. At 500 (five hundred) ft. above the surface in the snow shower, the surface was visible, with visibility estimated one half (1/2) mile. After breaking through the shower, we were able to climb in the clear, and topped broken clouds at five thousand (5000 ft.) These clouds extended to within approximately fifty to one-hundred (50 to 100) miles of the coast of Greenland.

I estimated the top of the highest cloud bank encountered during the flight to be between fifteen thousand (15,000) and sixteen (16,000) thousand feet.

A TRUE COPY;

Robert E. Griffin
ROBERT E. GRIFFIN,
Captain, Air Corps,
Control Officer.

Signed: Robert L. Floyd,

ROBERT L. FLOYD,
1st Lt. A.C.
439 Bombardment Squadron
319 Bombardment Group

APC #688, c/o Postmaster,
New York, New York.

Geese Bay, Labrador,
December 10, 1942.

The weather encountered enroute from BW-1 to Geese Bay was forecast as accurately as possible. I was able to top everything on the entire flight at about eleven thousand feet indicated. I talked to Capt. Hatch, forecaster at BW-1, just before I took-off and was told to head north if I encountered any weather I couldn't top. I flew most of the trip about thirty miles north of the direct route and experienced no difficulties due to weather. I flew the third position in a three ship flight lead by Lieut. Smith with Lt. Edwards in number two position. Lieut. Hodge was not in our flight and I have no knowledge of his trip.

A TRUE COPY:

Signed: Lieut. R.E. Thomas

Robert E. Griffin
ROBERT E. GRIFFIN,
Captain, Air Corps,
Control Officer.

LIEUT. R.E. THOMAS
319th Bomb. Gr. (M), 439th Sq.
pilot Brenda "H"
ship #117816

AF0 4052, c/o Postmaster,
New York, New York.

Geese Bay,
12-10-42

After leaving BU-1 and flying out the fjord, we climbed to 8000 ft. We flew at this altitude for 1 hr. and a half, at which time the flight leader started to return with engine trouble. I was told to continue on to Geese Bay at my own judgment.

In about 5 minutes I had to climb to 11,000 ft. to get on top, and continued the rest of the trip on top at 11,000 ft. Upon arriving at the coast the clouds broke and it was clear the rest of the trip in.

A TRUE COPY:

Robert H. Griffin
ROBERT H. GRIFFIN,
Captain, Air Corps,
Control Officer.

Signed: T.O. Edwards
1st Lt.
457th Bomb. Sqd.
319th Group
41-17782 E-36

