

RESTRICTED IVI
OPERATIONAL PRIORITY

PARAPHRASE NOT REQUIRED. HANDLE AS RESTRICTED CORRESPONDENCE
PER PARAS 511 and 60a (4), AR 380-5.

From: CO Yokota AAB, Yokota, Honshu,, Japan sgd Crocker
To: COMGEN 5th AAF, Nagoya, Japan.
Info: War Department for CG AAF, CG ATC attn Chief Flying
Safety Division; COMGENFEAF, Tokyo, Japan; COMGEN
314 COMWG, Irumigawa, Japan
Nr: F-134 DTG: 190741Z 18 February 1947

Preliminary aircraft accident report, wreck, fatal.

A. 18 February current, 0225Z time, 1 mile southwest
of Matsudo Honshu, Japan. (This is several miles northeast
of Tokyo proper northeast area).

B. A 26-B 44-34231, 90 Bomb Squadron, 3 Bomb Group
(Light), 314 COMWG, Fifth Air Force, Yokota Army Air Base,
Total wreck.

C. Pilot Archibald R Day, Captain, Air Corps, ASN
0-805234, 90 Bomb Squadron, 3 Bomb Group (Light), 314 COMWG,
Fifth Air Force, Yokota Army Air Base, parachute not used,
injuries instantly fatal.

D. Same as Para C.

E. Other crew members: gunner, C.A. Groover, Sergeant
RA ASN 34400510, 90 Bomb Squadron, 3 Bomb Group (Light), 314
COMWG, Fifth Air Force, Yokota Army Air Base, parachute not
used, injuries fatal instantly. Gunner, Samuel H Monella,
Staff Sergeant, ASN RA 33573435, 90 Bomb Squadron, 3 Bomb
Group (Light), 314 COMWG, Fifth Air Force, Yokota Army Air
Base, parachute not used, injuries fatal instantly.

F. Mid-air collision with power line cable. Aircraft
was operating in conjunction with ground controller for air
strike work and had just pulled up from a strike on the RR

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Station at Matsudo and had made a 180 degree to make a practice run on the next target which was a bridge to the west of Matsudo. The power lines were perpendicular to the flight path and just beyond the bridge. Apparently the pilot did not see the lines until too late to avoid the collision and the vertical stabilizer and rudder were sheared off. The aircraft was seen to roll over and was inverted at point of initial impact. However, examination of disposition of wreckage tends to indicate that aircraft was in nearly normal flight attitude at time of impact with the right wing tip striking first, then the right engine, when aircraft appears to have yawed to right and left engine struck nearly in line with right engine in relation to the path of the aircraft. Gunners were thrown clear of wreckage but pilot was still held to seat in cockpit. Fire destroyed only small part of wreckage.

G. None.

H. 9.

I. Local OPR.

J. Air strike mission in conjunction with ground controller in radio jeep.

K. Ceiling unlimited scattered at 3500 visibility 10 miles temp 41 degrees wind estimated North at 20 miles per hour.

L. Two power cables approximately 3/4 inch thick severed, about two acres of cultivated field (Radish and winter wheat) damaged or destroyed by wreck and personnel at scene in official capacities.

ACTION: AAF

INFO: TAG

CM-IN 3304

End

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DTG

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