

~~CONFIDENTIAL~~

Subject: Final Mission Report

4 August 1947

(50) yards away. Flares were going off and he thought best to leave the scene. He heard a stream nearby and followed it until he came to a house and aroused the occupants. Soon TAPP arrived at the same house and, being uninjured, was driven into town. Then he led an ambulance to effect transportation of MATHEWS to a hospital. Meanwhile, civilians reached the scene of the crash where they found one body. At 0830 PST, a message from Sq B informed that top secret material was in the navigators kit and to request Commanding Officer MOCHORD FIELD to expedite all available information to Commanding Officer HAMILTON FIELD. Meanwhile, CAPT FORSBERG and four (4) enlisted men departed KELSO at 0830 PST for scene of the crash. They were transported by the WASHINGTON STATE POLICE who knew the exact location of the plane (46°09'N - 122°43'W). The ground party determined upon arrival at the scene, that two (2) bodies were in the wreckage. Indications led to the belief that the co-pilot was afire when he left the plane an instant before impact. The pilot's remains were found in the wreckage. Preliminary investigation by CAPT FORSBERG disclosed the planes left wing about one hundred twenty-five (125) yards from the widely scattered portions of the plane. The left wing was intact and had apparently torn off just outboard of the left engine before impact. The forward portion of the wing stub was melted but the rear two thirds indicated that it had ripped loose from the inboard section of the wing. The wing leading edge was undamaged. The navigation and landing lights were unbroken. The aileron was undamaged but the flap section was crushed, leading to the belief that the wing struck the tail section. From these indications it is believed the wing ripped from the airplane just after MATHEWS abandoned the plane. The resulting spin thus prevented the remaining crew members from bailing out although the co-pilot may have been in the hatch. A few civilians were in the area when CAPT FORSBERG arrived and he took precautions to prevent them from disturbing the wreckage. At 1157 PST CAPT LITRELL flew CAPT RICE, M. C., to KELSO. An ambulance dispatched from MOCHORD FIELD, met them at KELSO, and was led to the scene of the crash by the STATE POLICE. The bodies were recovered and transported in the ambulance to MOCHORD FIELD. CAPT LITRELL returned to MOCHORD FIELD where camping equipment was prepared to be dropped to the ground party. CAPT LITRELL made a successful drop at dusk by sighting on a signal fire. The ground party set up camp at the wreckage scene to act as guard and to investigate further the following day. They were relieved of responsibility of all recovered documents by a CIC agent who had arrived about 1800 PST.

b. 2 Aug 47. The ground party remained at the scene of the crash pending official securing of the incident. No aerial activity.

c. 3 Aug 47. MOCHORD FIELD Operations Officer departed at 1000 PST to investigate the accident and to relieve CAPT FORSBERG, who returned at 1800 PST. Incident closed.

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