

**National Archives & Records Administration**  
**War Department Files**

**2 LT Jefferson L. Boling**

**ID: 0-466472**  
**Branch of Service: U.S. Army**  
**Hometown: Grays Harbor County, WA**  
**Status: DNB**





**sharon & roger wilson**

---

**From:** "Al Schutte" <aschutte@cinci.rr.com>  
**To:** <rwilson@ultraplix.com>  
**Sent:** Wednesday, September 08, 2010 1:08 PM  
**Attach:** Chittum-Warren-A.doc  
**Subject:** Jefferson Lee Boling

Sharon

I am the webmaster for the 468th Bomb Group.

Lt. Boling was in the 795th Bomb Squadron of the 468th Bomb Group.

I found details of the plane crash of Oct 1943 at the Air Force Historical Research Agency at Maxwell AFB in Alabama. They sent me copies of the microfilm which I retyped and scanned into the attached document.

This had never been published before...in fact, until I started asking about it, none of the men of the 468th had any idea who the men were that died on that day in October in Salina, KS. Incredibly, the tail gunner (Oscar Bolt) survived after the tail broke off the plane...he died a few years ago, but I did have the chance to meet him at one of our reunions.

I hope you find this interesting.

Thanks for posting the information about Lt. Boling to Find a Grave. I will post this to my site over the next few weeks in preparation for the reunion.

Al Schutte  
Cincinnati, OH

張

**The Story of The "Billy Mitchell Group"**  
**468 H-Bomb Group – From the C.B.I. to the Marianas**



WAR DEPARTMENT  
A.A.F. FORM NO. 14

**SMOKY HILL ARMY AIR FIELD**  
**SALINA, KANSAS**  
**WAR DEPARTMENT**  
**U.S. ARMY AIR FORCES**  
**REPORT OF AIRCRAFT ACCIDENT**

ACCIDENT NO. 629

Smoky Hill Army Air Field,

(1) Place **Salina, Kansas** (2) Date **10/24/43** (3) Time **1348 CWT**  
AIRCRAFT: (4) Type and Model **YB-29** (5) A.F. No. **41-36961** (6) Station **Smoky Hill Army Air Fld.**  
Organization (7) **58<sup>th</sup> Bomb Wing 2<sup>nd</sup> AF 468<sup>th</sup> Bomb (H) 795<sup>th</sup> Bomb (H) Salina, Kansas**  
(Command and Air Force)

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	CHITTUM, Warren A.	P	O-404308	Major	01	AAF	2 <sup>ND</sup> AF	Fatal	No
CP	BOARDMAN, Raymond L.	P	O-805736	2 <sup>ND</sup> LT	01	AAF	2 <sup>ND</sup> AF	Fatal	No
OD	BOLING, Jefferson L	P	O-466472	2 <sup>ND</sup> LT	01	AAF	2 <sup>ND</sup> AF	Fatal	No
E	SHIRK, Ray H.	B-E	O-682684	2 <sup>ND</sup> LT	01	AAF	2 <sup>ND</sup> AF	Fatal	No
E	FITZSIMMONS, William D.	B-E	O-679191	2 <sup>ND</sup> LT	01	AAF	2 <sup>ND</sup> AF	Fatal	No
G	WALKER, Jack (NMI)	G	32497423	PFC	20	AAF	2 <sup>ND</sup> AF	Fatal	No
G	PERULLO, Anthony J.	G	32438241	CPL	20	AAF	2 <sup>ND</sup> AF	Fatal	No
G	WRIGHT, Robert W.	G	37277063	SGT	20	AAF	2 <sup>ND</sup> AF	Fatal	No
R	MENOLASCINO, Tony G.	R	36634984	PFC	20	AAF	2 <sup>ND</sup> AF	Fatal	No
X	FOLTZ, Walter W.	FE	O-442126	Captain	01	AAF	2 <sup>ND</sup> AF	Fatal	No
PP	BOLT, Oscar H.	G	18044361	S/Sgt	20	AAF	2 <sup>ND</sup> AF	Major	No

**PERSONNEL**

(20) **CHITTUM, Warren A.** (21) **O-404308** (22) **Major** (23) **01** (24) **AAF**  
(Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) **58<sup>th</sup> Wing 2AF** (26) **468<sup>th</sup> Bomb (H) 795<sup>th</sup> Bomb (H)** (27) **Smoky Hill Army Air Field, Salina, Kansas**  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) **58<sup>th</sup> Wing 2<sup>nd</sup> AF** (30) **468<sup>th</sup> Bomb (H)** (31) **795<sup>th</sup> Bomb (H)** (32) **Smoky Hill AAF, Salina, Kansas**  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) **P** (34) **2-7-41** Present rating (35) **P** (36) **2-7-41** Instrument rating (37) -----  
(Rating) (Date) (Rating) (Date)

**FIRST PILOT HOURS**  
*(at the time of this accident)*

(38) This type **46:45** (42) Instrument time last 6 months -----  
(39) This model **46:45** (43) Instrument time last 30 days -----  
(40) Last 90 days **46:45** (44) Night time last 6 months -----  
(41) Total **2952:40** (45) Night time last 30 days -----

**AIRCRAFT DAMAGE (FIRE)**

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <b>W</b>	<b>Complete Wreck</b>
(47) Engine(s) <b>W</b>	
(48) Propeller(s) <b>W</b>	

(50) Weather at the time of accident **Scattered to broken cumulus clouds at 1500 feet, visibility 8 miles, wind from 340 to 30 degrees at 5 to 15 mph.**

(51) Was the pilot flying on instruments at the time of accident **No**

(52) Cleared from **Smoky Hill AAF** (53) To **Smoky Hill AAF** (54) Kind of clearance **Local Transition**

(55) Pilot's mission **Transition Training Flight**

(56) Nature of accident **Take-off followed by stall and collision with ground**

(57) Cause of accident **Pilot error (See Exhibit B)**

**RESTRICTED**



**The Story of The "Billy Mitchell Group"**  
**468 H-Bomb Group – From the C.B.I. to the Marianas**



**DESCRIPTION OF ACCIDENT**

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

It is the opinion of the board that the accident happened as follows:

The aircraft had made one previous take-off and landing during this mission. Seven (7) minutes elapsed between landing and next take-off, and apparently aircraft was operating satisfactorily. The second take-off was on three (3) engines from a standing start with No. 4 engine windmilling. The take-off was to the north and used approximately half (5,000 feet) of the runway. During the latter part of the take-off run, the aircraft veered to the right but apparently did not leave the line of the runway until well in the air. The take-off was right wing low. At about the time the aircraft was airborne, it appears probable that the pilot attempted to bring No. 4 engine, for some unknown reason, in, possibly to gain directional control. The attempt apparently failed, possibly because of too rapid use of the throttle. The aircraft continued in a climbing turn to the right until it had turned about 90 degrees, reached 200 to 300 feet altitude. The bank increased to practically vertical, at which time it stalled completely. The nose then fell and the turn increased to more than 180 degrees by the time the aircraft struck the ground in practically a vertical position on the right wing tip and nose. It was apparently in partial stall throughout the flight. The force of the momentum appeared to be in a general easterly direction. As the aircraft disintegrated, the entire wing section turned another 180 degrees on the longitudinal axis of the aircraft and was turned completely over on the lateral axis (parallel to the spars). It came to rest with the lower surface up, trailing edge to the north and right wing to the east.

The engines were broken off on the initial impact. The tail section was broken off at the same time and thrown to the southeast where it landed right side up. The fuel cells exploded immediately on impact and burst into flames. The rear gunner's compartment was practically intact. The rear gunner escaped through the escape hatch. The bodies of seven (7) of the personnel were found in the central part of the wreckage and the other three (3) were in the forward part of the tail section. (See vertical photograph, exhibit for relative locations of parts of aircraft and personnel.)

All members of the Accident Committee agree that engine No. 1 and 2 were apparently at full power throughout the flight. It is possible that engine No. 4 was either at reduced power or completely out, it is possible that there was a malfunctioning in No. 3 engine at, and after, the actual take-off.

An inspection was made of engine No. 3 and 4 to determine if there was any malfunction (see exhibit). Inspection of the landing gear retracting mechanism indicated that retraction was started shortly after take-off. The nose wheel was completely retracted and the main landing gear was partially retracted at the time of the crash. It is the opinion of all pilots, who have flown this airplane that it had normal flying characteristics throughout. The investigation did not indicate that failure of controls in any way contributed to the accident.

**AIRCRAFT ACCIDENT COMMITTEE**

HOWARD E. ENGLER  
Colonel, Air Corps  
President

CHARLES K. MOORE  
Colonel, Air Corps

LINWOOD W. TRACY  
Major, Air Corps

PHILLIP F. HENNIN  
Major, Air Corps

10-31-43







## ANALYSIS OF THE CAUSE OF THE ACCIDENT

It is believed that the accident was caused as follows:

- a. 50% error in judgment of the pilot:
  1. For attempting a 3-engine take-off for which no authorization had been given
  2. For failure to cut throttles and either stop or land on the runway when difficulties were encountered. This could have been safely done up to the time the aircraft left the line of the runway.
  3. For failure to throttle engines one and two to regain directional control and make a belly landing if necessary after leaving the line of the runway. This could probably have been done at any time prior to reaching a complete stall.
- b. 50% error in technique of the pilot for continuing the climb after take-off instead of gaining speed and control.
- c. Possible contributing causes could be either partial or complete failures of engines No. 3 and 4. However, opinions on the actual failure of these engines cannot be substantiated. It is believed that such failures could have been compensated for by the pilot had he used proper judgment and technique.

## AIRCRAFT ACCIDENT COMMITTEE

HOWARD E. ENGLER  
Colonel, Air Corps  
President

LINWOOD W. TRACY  
Major, Air Corps

CHARLES K. MOORE  
Colonel, Air Corps

PHILLIP F. HENNIN  
Major, Air Corps



**The Story of The "Billy Mitchell Group"**  
**468 H-Bomb Group – From the C.B.I. to the Marianas**



(20) BOARDMAN, Raymond L. (21) O-805736 (22) 2<sup>nd</sup> Lt. (23) 01 (24) AAF  
 (Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 58<sup>th</sup> Wing 2AF (26) 468<sup>th</sup> Bomb (H) 795<sup>th</sup> Bomb (H) (27) Smoky Hill Army Air Field, Salina, Kansas  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 58<sup>th</sup> Wing 2<sup>nd</sup> AF (30) 468<sup>th</sup> Bomb (H) (31) 795<sup>th</sup> Bomb (H) (32) Smoky Hill AAF, Salina, Kansas  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 6-30-43 Present rating (35) P (36) 6-30-43 Instrument rating (37) -----  
 (Rating) (Date) (Rating) (Date)

**FIRST PILOT HOURS**  
*(at the time of this accident)*

(38) This type	CO-PILOT	9:45	(42) Instrument time last 6 months	-----
(39) This model	CO-PILOT	9:45	(43) Instrument time last 30 days	-----
(40) Last 90 days	CO-PILOT	9:45	(44) Night time last 6 months	-----
(41) Total		428:55	(45) Night time last 30 days	-----

(20) BOLING, Jefferson L. (21) O-446472 (22) 2<sup>nd</sup> Lt. (23) 01 (24) AAF  
 (Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 58<sup>th</sup> Wing 2AF (26) 468<sup>th</sup> Bomb (H) 795<sup>th</sup> Bomb (H) (27) Smoky Hill Army Air Field, Salina, Kansas  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 58<sup>th</sup> Wing 2<sup>nd</sup> AF (30) 468<sup>th</sup> Bomb (H) (31) 795<sup>th</sup> Bomb (H) (32) Smoky Hill AAF, Salina, Kansas  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 6-30-43 Present rating (35) P (36) 6-30-43 Instrument rating (37) -----  
 (Rating) (Date) (Rating) (Date)

**FIRST PILOT HOURS**  
*(at the time of this accident)*

(38) This type	CO-PILOT	4:30	(42) Instrument time last 6 months	-----
(39) This model	CO-PILOT	4:30	(43) Instrument time last 30 days	-----
(40) Last 90 days	CO-PILOT	4:30	(44) Night time last 6 months	-----
(41) Total		406:55	(45) Night time last 30 days	-----





HEADQUARTERS 468<sup>TH</sup> BOMBARDMENT GROUP (H) AAF  
Smoky Hill Army Air Field  
Salina, Kansas

28 October 1943

S T A T E M E N T

I was facing forward of the plane across the put-put when we took off. I was near the put-put until we crashed. One motor sounded like it was backfiring while we were making a final run for the take-off. I knew the plane was going to one side, but I do not know which one. I could feel the pilot fighting the controls just after we got in the air

From the apron I observed, on the take-off in the morning before our flight, the No. 1 engine was turning over very slow and we could see it turning. On this take-off the plane was going to the left.

I remember just after I got out of the plane, I was about unconscious. I do not remember how I got out.

S/Sgt. Oscar H. Bolt, Jr  
Tail Gunner





BASE OPERATIONS OFFICE  
Smoky Hill Army Air Field  
Salina, Kansas

30 October 1943

S T A T E M E N T

While talking with Major Chittum on 10/23/43, he made the statement to me that he had made three (3) engine take-offs in a B-29 and experienced no difficulty whatsoever. He made the statement that it was easier than a three (3) engine take-off in a B-17.

I have not seen him make a three (3) engine take-off in a B-29.

DONALD J. HUMPHREY  
Major, Air Corps







795<sup>TH</sup> BOMBARDMENT SQUADRON (H) AAF  
Smoky Hill Army Air Field

Salina, Kansas  
25 October 1943

STATEMENT

During the course of the investigation, the following information was given to the board either in answer to questions, or volunteered.

The prepared statement was asked for and was read as follows:

1. When I flew YB-29 No. 41-36961 on the 0700-1200 mission October 24, 1943, the form 1A carried red diagonal for the following reasons:
  - a. AFCE not ground checked (Condemned tag on AFCE control)
  - b. No oxygen
  - c. Flux gate compass out
  - d. Marker Beacon Antenna post broken
2. Co-Pilots Turn and Bank Indicator out. Not carried on form 1A but sign to that effect under instrument.
3. No. 2 Tachometer went out in flight and was so noted on form 1A. Changed before next flight.
4. Flight characteristics of the airplane and functioning of all other equipment were within normal operating limits.

Number 2 Tachometer went out after we had reached cruising altitude and shortly before coming in for final landing. First indications were small fluctuations of indicator, rapidly becoming larger. The Engineer checked for engine difficulty and I also made visual inspection of engine for rough running, none being noted. No evidence of rough running of engine was noted by feeling any controls.

I have made a 3-engine take-off using engines #2, 3, and 4, #1 throttle being left in the position necessary to give 1,000 RPM, with the plane stopped on the ground.

Take-off was made on runway #35 to the north, starting at the extreme south end of the runway. Brakes were held and throttles #2 and #3 pushed forward to approximately 40" MP; the brakes were released and immediately throttles continued to full position (47 ½", 2,600 RPM). Then #4 engine was pushed forward just a little, but not so much as to give a turning action to the plane. No brakes were used during take-off roll, but full right rudder was on during the entire run and until in the air and approximately 130 MPH was obtained. The wheels left the runway at a speed between 100 MPH and 110 MPH, and at a point approximately opposite to the control tower (4,500 feet from take-off point), at which time #4 engine had between 30" and 35" MP.

After the wheels left the runway there was a definite tendency to turn left, and had to be carefully governed by action of #4 throttle. Between the time the wheels left the ground and approximately 130 MPH air speed was attained, there was a mushy feeling to the flight characteristics of the plane. However, it was not difficult to control bank nor climb attitude. The wind-milling engine



**The Story of The "Billy Mitchell Group"**  
**468 H-Bomb Group – From the C.B.I. to the Marianas**



was raised slightly after take-off. Wheels were raised at approximately 130 MPH and at a point too far down the runway to use it, should it be necessary to come back onto the runway. Soon after the 130 MPH speed was reached and the airplane was controllable beyond reasonable doubt, the fourth engine was brought in slowly and we climbed on all four engines.

Trim tabs before take-off were set at normal position for 4-engine take-off, and not touched at any time during the 3-engine take-off, on this plane the setting being  $\frac{1}{2}$  mark right rudder,  $\frac{1}{2}$  mark left aileron, and one mark nose heavy. Cowl flaps were set at normal take-off position; i.e.,  $15^\circ$  open. At no time was more than  $\frac{1}{2}$  aileron used. The speed at which rudder control will completely offset an engine dead on one side is considerably above 130 MPH, estimated at 150 to 160 MPH.

WESTON H. PRICE  
Captain, Air Corps





795<sup>TH</sup> BOMBARDMENT SQUADRON (H) AAF  
SMOKY HILL ARMY AIR FIELD

Salina, Kansas  
25 October 1943

STATEMENT

The undersigned appeared before a duly appointed investigating board at Smoky Hill Army Air Field, Salina, Kansas, at 1400 on October 25, 1943, and gave the following information either in answer to questions of the board or as being relevant to the proceedings:

I considered Major Warren A. Chittum as one of the best Pilots with whom I had ever flown. His flying technique was superior; his judgment was excellent; he was very thorough and careful prior to the execution of any maneuver such as take-off and landing. He was not over confident of his flying ability, but perhaps was not sufficiently apprehensive of this airplane inasmuch as he nor any other Pilot of the 795<sup>th</sup> Bomb Squadron had encountered any serious mechanical or flying difficulties with the airplane. Major Chittum's experience was as follows:

Pilot Rating – Rated 4-Engine Pilot  
Total Time – 2962 hours, 10 minutes  
Total 4-Engine-1987 hours, 40 minutes

The Co-Pilot on the airplane was 2<sup>nd</sup> Lt. Raymond L. Boardman. Lt. Boardman was a recent graduate of the 4-engine transition school at Lockbourne, Ohio. He had approximately 175 hours 4-engine time. He had prior ground and air training on the B-29 and had served as Major Chittum's Co-Pilot before. I regarded him as a competent Pilot and above average officer for his experience.

The Flight Engineer was 2<sup>nd</sup> Lt. William D. Fitzsimmons. Lt. Fitzsimmons was also a rated Bombardier and had recently graduated from the Flight Engineer's School. Lt. Fitzsimmons had had several hours of aerial instruction as Flight Engineer and was considered one of the best suited Flight Engineers in the Squadron. He had flown previously as Major Chittum's Engineer.

It is my belief, from other incidents known to me since the accident and prior to this meeting, that the airplane was being taken off on engines #1, 2, and 3, with #4 idling. I believe that the airplane could be so taken off. I had never attempted such a take-off or had knowledge that such take-offs were being attempted. There were no orders in the Squadron or from high headquarters which either authorized such a practice or which inferred that they would not be made. My own procedure to simulate emergency procedure on take-off was to give each Pilot being checked one take-off during which I would throttle one engine after the airplane was airborne.

Characteristics of this airplane were as follows:

- a. #3 engine ran with cylinder head temperatures higher than the other engines on an average of 20 degrees C. It frequently reached the operating limits on take-off.
- b. #4 engine had a CPB-2 carburetor (the unmodified type) installed and did not accelerate as smoothly and promptly as the other engines. I have known it to cut out temporarily when being accelerated.





c. There were no unusual flying characteristics about this airplane.

Henry R. Sullivan  
HENRY R. SULLIVAN  
Major, Air Corps  
Commanding 795<sup>th</sup> Bomb Sq.

CERTIFIED TRUE COPY

A.P. Simpkins  
1<sup>st</sup> Lt., Air Corps  
Asst. Operations Officer







BASE OPERATIONS OFFICE  
SMOKY HILL ARMY AIR FIELD  
Salina, Kansas

24 October 1943

S T A T E M E N T

The YB-29 No. 41-36961, was cleared for take-off by the Tower Operator and clearance was acknowledged by the ship. No further radio contact was made.

The take-off roll itself seemed normal in that the ship stayed in the middle of the runway and there was no visible tendency to swerve to either side. The roll seemed longer than is normal i.e., the ship was slower gaining its speed and took more runway than usual, when the ship reached a point on the runway about even with the first hanger, south of the control tower, it had so little speed that I thought the Pilot had changed his mind about taking off, and had throttled back so as to coast to a stop. I kept watching it and by the time it reached the control tower, I could see that the Pilot was still intent on taking off. As the ship passed the tower, I noticed the propellers and I feel certain that No. 4 engine wasn't producing more than 1500 RPM. About 100 yards north of the tower his left wheel left the ground. I do not remember when he raised his nose wheel, but the ship was in a normal take-off attitude when the left wheel cleared the ground, almost immediately, his right wheel cleared the ground and the ship was airborne. I estimate that the left wheel was from one to two feet off the ground at the time the right wheel cleared. He started a shallow climb with is wings still slightly banked to the right, i.e., as they were when he cleared the ground. He continued to climb and by the time he reached one hundred (100) feet, it looked as if he had turned approximately ten to fifteen degrees to the right, his wings never did level from the time his left wheel left the ground. His climb continued and his degree of bank and rate of turn increased very slowly and smoothly; very slowly at first but with an ever increasing rate. I estimate that the maximum altitude reached was 350 to 400 feet. By the time he reached this altitude he had completed a 90 degree turn to the right, had about a 35 to 45 degree of bank, his nose was level and his gear and flaps were still down i.e., still in position for takeoff. His nose then started down slowly, but with an ever increasing rate, and his degree of bank continued to increase. He had completed a 160 to 170 degree turn (from point of take-off), had approximately 50 to 60 degrees of bank, was diving at an angle of about 80 degrees when his right wing and nose of the ship made contact (at the same time, from what I could tell) with the ground.

I don't think the airplane exploded. I could not see how it broke up, it looked to me as if the ship's fuselage telescoped when it hit the ground. I saw the airplane in this steep dive, one instant and the next, it was out of sight and black smoke was rushing up from it, it did not look like an explosion. At no time did I see any smoke, or oil, or backfiring from any of the engines, they all seemed normal except number four, and from the time I could first see it clearly until I lost clear sight of it, it was turning very slowly. All the other engines seemed to be functioning normally.

From the time the airplane left the ground until it again made contact, it looked as if it was in one slow, gentle, smooth and controlled maneuver. It did not look as if it were slipping or skidding at any time.



**The Story of The "Billy Mitchell Group"**  
**468 H-Bomb Group – From the C.B.I. to the Marianas**



I had my eyes on the airplane from the time it passed the above mentioned hangar until it crashed with the exception of approximately one second at the time when the airplane was approximately one hundred (100) feet off the ground on its take-off climb.

/s/ James L. Pattillo  
JAMES L. PATTILLO  
Capt. Air Corps  
O-420937  
792<sup>nd</sup> Bomb Sqdn.  
Tower Control Officer  
(1200 to 1900 CWT)  
October 24, 1943

CERTIFIED TRUE COPY

A.P. Simpkins  
1<sup>st</sup> Lt., Air Corps  
Asst. Operations Officer





DETACHMENT  
TWENTY THIRD AIRWAYS COMMUNICATIONS SQ. AAF  
SMOKY HILL ARMY AIR FIELD  
SALINA, KANSAS

24 October 1943

ACCIDENT REPORT

ARMY 961, B29, was cleared for a north take-off on runway 35 at 1347. In taking off, his run reached approximately to south hangar of sub depot. His take-off looked to be normal, in the center of the runway. However, in leaving the ground his left wheel was approximately two feet off the runway before his right wheel left the runway. After getting his right wheel in the air, he started with smooth, shallow climb and was bearing slightly to the right – climbing to the right north of the hangar and looked as though the ship was under control. At this point I noticed that his No. 4 propeller was barely turning over. He continued into right shallow, smooth climb. Noticing that his turn was tightening up, I immediately contacted all parties by the crash phone. By that time, the plane had crashed. I noticed that the plane was on its right wing.

Maximum altitude that the ship attained was in my estimation 300 feet, and the landing gear was in down position from the time of take-off until the crash.

CHESTER L. VILLINES  
Cpl. Air Corps  
Control Tower Operator on Duty

Witnessed by:

JOSEPH F. GRICIUS, JR  
2<sup>nd</sup> Lt. Air Corps  
Officer In Charge, AACS





DETACHMENT  
TWENTY THIRD AIRWAYS COMMUNICATIONS SQ. AAF  
SMOKY HILL ARMY AIR FIELD  
SALINA, KANSAS

24 October 1943

ACCIDENT REPORT

ARMY 961, a B29, was cleared for take-off to the north on runway 35 at 1347. On leaving the runway at a point somewhat north of center taxi strip, the ship listed to the right slightly but seemed to hold a normal rate of climb as it did so, but it took a course to the right in a wide arc with right wing slowly dropping lower. When it attained an altitude of about 300 feet it took a course down to the right and crashed with right wing tip and nose touching the ground about the same time in the clearing about one-half mile north of the Air Base. The ship crumbled when it hit and immediately was enveloped in flames and smoke. The time of the crash was 1348. There was no contact between ARMY 961 and the Tower after it was cleared to take off. As soon as the crash occurred the crash phone was used and all parties were notified of location of crash and type of ship.

JOSEPH A. WENNER  
S/Sgt., Air Corps  
Trick Chief, On Duty

Witnessed by:

JOSEPH F. GRICIUS, JR  
2<sup>nd</sup> Lt. Air Corps  
Officer In Charge, AACS







BASE OPERATIONS OFFICE  
SMOKY HILL ARMY AIR FIELD  
Salina, Kansas

24 October 1943

S T A T E M E N T

I was standing in front of Base Operations at approximately 1348 on 24 October 1943, watching Army Airplane No. 961, Model YB-29, taking off. Said airplane lifted off the runway with the right wing low. No. 4 engine appeared to be wind milling when the plane reached a height of approximately 50 feet near the 346<sup>th</sup> Sub-Depot North Hangar, I saw a puff of black smoke come from No. 3 engine. The right wing fell rapidly and the plane banked sharply to the right. It was momentarily out of my sight, when next I saw it, it was northwest of the runway at approximately 75 feet and was coming in on the right wing. The plane appeared to be rolling over and was nosing down. It disappeared from sight below the level of the buildings northwest of the runway. I rode to the scene of the crash in a pickup truck with several other men. We were carrying two fire extinguishers, as we left the apron we saw pillar of black smoke arising from the scene of the crash. We halted before getting there to try to help the water truck out of the mud it was stuck in. The truck was mired to its axles. We gave up the attempt and rushed over to the ship. It was burning completely except for the empennage and a portion of the fuselage tail section. One ambulance and one jeep had reached the plane, all other vehicles had mired in the mud. From the appearance of the wreckage it seemed that the plane had rolled in. I did not approach within 150 feet of the wreckage and did not circle it completely. The empennage was right side up.

EDWARD F. LYNCH  
2<sup>nd</sup> Lt., Air Corps  
Hq & Hq Sq.  
331<sup>st</sup> TEST Gp/





HEADQUARTERS 468<sup>TH</sup> BOMBARDMENT GROUP (H)  
SMOKY HILL ARMY AIR FIELD  
SALINA, KANSAS

25 October 1943

STATEMENT

On October 24 1943, I was scheduled on a transition flight in B-29 – 42-6207 as Co-Pilot. Captain H.R. Brown as Pilot. About 1400 we were parked on south end of ramp, facing west, checking our engines and procedures before take-off. B-29 41-36961 taxied past our plane into take-off position. Prior to take-off everything about the plane appeared very normal and the start of take-off appeared normal. When plane was approximately half way down the runway I noticed No. 4 engine on said plane seemed to "cut out". The plane made a very long run before leaving the runway. After the wheels left the ground, the plane started turning toward the right. Then about ten feet in the air the engine appeared to catch and start running for an instant. I noticed one puff of black smoke and smoke trailing behind the plane for an instant then engine cut out again. It appeared then that the Crew were trying to feather the prop as it nearly stopped turning completely. I noticed at this time the right wing on said plane was dropping more and more and plane kept going into a steeper bank. The altitude of the nose was very high, until; the plane appeared to stall then passed from our view behind the hangar line.

ERNEST A. PICKETT  
2<sup>nd</sup> Lt., Air Corps  
792<sup>nd</sup> Bomb Squadron

A TRUE COPY





HEADQUARTERS 468<sup>TH</sup> BOMBARDMENT GROUP (H)  
SMOKY HILL ARMY AIR FIELD  
SALINA, KANSAS

25 October 1943

STATEMENT

On October 24, 1943 1330 to 1730 ship No. 4206207 – B-29 was scheduled for a transition mission. Lt. Pickett was scheduled as Co-Pilot with myself as Pilot.

Our ship was parked on the south end of the apron facing west, at approximately 1400. We were checking our engines prior to take-off. During this time we noticed ship No. 41-36961 – B-29 taxiing by us to the take-off position. After completion of the checklist our ship proceeded to the take-off position while at this time ship No. 41-36961 had started to take-off. Our attention was called by the Co-Pilot to the fact that No. 4 engine was idling on the ship taking off. We then watched the ship from a point approximately 3000-4000 feet from take-off position until it disappeared beyond the hangar line. At the beginning of the above mentioned position the ship had a tendency to go to the right of the runway and immediately after leaving the ground the right wing dropped and it started to slow turn to the right. This bank gradually increased and the nose kept coming up. The ship turned very steeply toward the last and when it went out of sight beyond the hangar line the ship was in a near vertical and very low to the ground.

No blind flying hood was observed by our Crew and the wing flaps were approximately in the right position for take-off. The wheels were not observed as being raised by our Crew because of the bank of the airplane.

Our mission was temporarily cancelled due to lack of fire fighting equipment on the field.

HAROLD R. BROWN,  
Captain, Air Corps  
792<sup>nd</sup> Bomb Squadron

A TRUE COPY



**The Story of The "Billy Mitchell Group"**  
**468 H-Bomb Group – From the C.B.I. to the Marianas**



Salina, Kansas  
24 October 1943

TO: Base Operations Officer

SUBJECT: Engineering Operations of YB-29, Air Corps Number 41-36961

1. 2<sup>nd</sup> Lt., C.A. White, O-684440 flew in airplane in question as Flight Engineer, from 0715 to 1200 on 10-24-43.
2. During the course of the above flight all operations of the power plant, accessories and airplane in general were satisfactory. Cylinder head temperature, oil temperature, oil and fuel pressures were all normal and within safe operating range.
3. The only malfunction came at the end of the flight, when the number (2) tachometer went out of commission. This was reported on the form 1A. This instrument was replaced by Cpl. Bernard K. Henson before the next flight took over the airplane.

CHARLES A. SMITH  
2<sup>nd</sup> Lt., Air Corps  
Flight Engineer







ACCELERATED SERVICE TEST BRANCH  
58<sup>TH</sup> BOMB WING (H)  
SMOKY HILL ARMY AIR FIELD  
Salina, Kansas

26 October 1943

SUBJECT: Investigation of YB-29, 41-36961 Wreckage

TO: Commanding Officer, 468<sup>th</sup> Bomb Group, Smoky Hill Army Air Field

1. Upon investigating the wreckage of the YB-29, 41-36961 in company with Mr. N.O. Showalter of Boeing, Seattle, 25 October 1943, the following information is submitted:
  - a. The trim tab for the rudder was in approximately full left position. The cables were traced and it was found that one was broken and the other strung out in the wrecking under tension. By pulling on the broken cable the tab was moved to the neutral position. It is believed probably in breaking the fuselage that the tab was moved to the left when the one cable snapped and that the present tab position is not indicative of position in flight.
  - b. The tab control drums were located in the wreckage and in checking the drums for aileron tab, rudder tab, and elevator tab it was found that the cable was still wound on the drums and was then in a position to give zero tab positions on all three.

A.D. OLSON  
Lt. Col, AG  
OIC of ASTB

CERTIFIED TRUE COPY

ALAN P. SIMPKINS  
1<sup>st</sup> Lt., Air Corps





BASE OPERATIONS OFFICE  
SMOKY HILL ARMY AIR FIELD  
Salina, Kansas

24 October 1943

S T A T E M E N T

The tanks on B-29, No. 691 were serviced with one thousand (1000) gallons of gas in each tank, using one thousand eight hundred (1800) gallons. Oil was serviced to approximately three hundred (300) quarts in each engine, using one hundred (100) quarts.

Tachometer transmitter on No. 2 engine was replaced, the transmitter was the only thing written up by the Pilot for the morning mission.

M/Sgt. R.W. KOONTZ  
Crew Chief

M/Sgt. JOHN W. ALVERSON  
Crew Chief



The Story of The "Billy Mitchell Group"  
468 H-Bomb Group – From the C.B.I. to the Marianas



YB-29 – 41-36961 24 October 1943

PILOT	MAJOR	WARREN A. CHITTUM	IN PILOT POSITION
CO-PILOT	2 <sup>ND</sup> LT.	RAYMOND L. BOARDMAN	IN CO-PILOT POSITION
QUAL DUAL	2 <sup>ND</sup> LT.	JEFFERSON L. BOLING	NEAR MAJOR CHITTUM
ENGINEER	2 <sup>ND</sup> LT.	WILLIAM D. FITZSIMMONS	UNDERNEATH BOARDMAN
ENGINEER	2 <sup>ND</sup> LT.	RAY H. SHIRK	4 FT TO RIGHT REAR OF CAPT. FOLTZ
GUNNER	PFC.	JACK (NMI) WALKER	REAR OF AIRPLANE WITH PERULLO AND WRIGHT
GUNNER	CPL.	ANTHONY J. PERULLO	REAR OF AIRPLANE WITH WALKER AND WRIGHT
GUNNER	SGT.	ROBERT W. WRIGHT	REAR OF AIRPLANE WITH PERULLO AND WALKER
PASSENGER	CAPTAIN	WALTER W. FOLTZ	4 FT TO REAR OF MAJOR CHITTUM
RADIO O.	PFC.	TONY C. MENOLASCINO	ABOUT 10 FT IN FRONT OF WALKER, WRIGHT AND PERULLO





HEADQUARTERS 468<sup>TH</sup> BOMBARDMENT GROUP (H)  
SMOKY HILL ARMY AIR FIELD  
SALINA, KANSAS

25 October 1943

MAJOR WARREN A. CHITTUM 468TH BOMBARDMENT GROUP (H) 795<sup>TH</sup> SQUADRON

PILOT TIME	B-29	46:45
CO-PILOT TIME	B-29	13:35
PILOT TIME (NIGHT)	B-29	7:30
CO-PILOT TIME	B-29	2:30
TOTAL 4 ENGINE TIME		1994:15
TOTAL TIME MIL A/C		2956:40
TOTAL TIME INST. ALL TYPE		128:00
TOTAL TIME INST. THIS TYPE		0:00
TOTAL TIME INST. PAST MONTH		2:30

DATE LAST INST. CHECK 3-4-43 LOCKBOURNE AAB, COLUMBUS, OHIO. CHECKED BY  
B.V. OGAS

DATE GRADUATED FROM FLYING SCHOOL 2-7-43







STATION HOSPITAL  
SMOKY HILL ARMY AIR FIELD

Salina, Kansas

C E R T I F I C A T E

SUBJECT: Medical Report on S/Sgt. Oscar Bolt, ASN 18044561

TO: Investigating Officer, Smoky Hill Army Air Field, Salina, Kansas

1. Patient was admitted to the Station Hospital at about 1400 on 24 October 1943. He was brought to the hospital on a litter having been injured in a plane crash about ten (10) minutes prior to his admission to hospital.
2. Physical findings at time of admission disclosed a conscious but somewhat disoriented patient with evidence of bleeding from a scalp wound and complaining of pain in the back. Examination revealed a scalp laceration over right occipital parietal region, three (3) cm long and superficial laceration of the left upper eyelid. These injuries were attended to in Surgery.
3. X-Ray report: Thoracic and dorsal spine. Vertebral column: In anterior and lateral views the thoracic spine presents no roentgen evidence of bony injury. The lumbar spine shows a fracture through the inner third of the 4<sup>th</sup> left transverse process, a splitting fracture of the 3<sup>rd</sup> transverse process (left) and a probable fracture through the outer third of the left transverse process of the 2<sup>nd</sup>. There are congenital anomalies of both transverse processes of the 1<sup>st</sup> lumbar; these give the appearance of fracture lines but probably are not. In the lateral view there is no evidence of compression of the bodies of any of the vertebrae. CONCLUSION: Fractures, transverse processes, left, of 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> lumbar vertebrae.
4. The patient's condition is satisfactory. There has been no sign of internal injury.
5. The patient will be incapacitated for active duty for about eight (8) weeks and there should be no permanent disability.
6. The patient was not under the influence of drugs or alcohol at the time of his admission.

For the Surgeon:

JOHN N. ROUND  
Captain, M.C.  
Chief of the Surgical Services





OFFICE OF THE GROUP FLIGHT SURGEON  
HEADQUARTERS 468<sup>TH</sup> BOMBARDMENT GROUP (H), AAF  
SMOKY HILL ARMY AIR FIELD, SALINA, KANSAS

26 October 1943

SUBJECT: Certificate

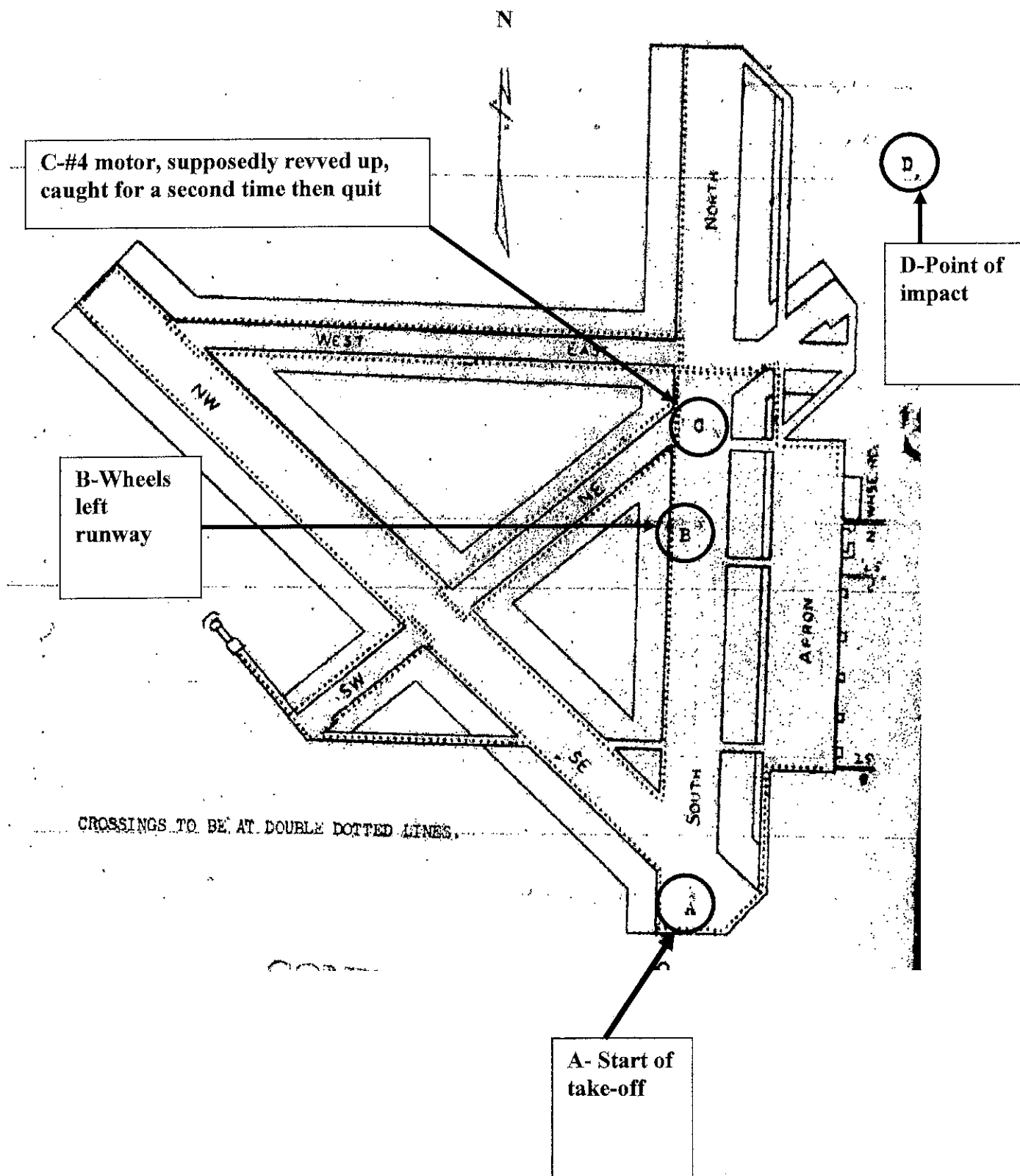
TO: Whom it may concern,

1. As regards crash landing of B-29 #41-36961 YB-29 on October 24, 1943, Smoky Hill Army Air Field, Salina, Kansas, Pilot Maj. CHITTUM, W.A.
2. Records of this office show that neither the Pilot or members of his Crew were ill or were undergoing treatment at this dispensary on the day of the accident or for five (5) days previous to the accident.
3. I have known Major CHITTUM and members of his Crew for approximately 2 weeks in the relationship of Group Flight Surgeon. Examination of the accident did not reveal any physical defects, deficiencies or injuries.

JACK BOLLERUD  
Major, M.C.  
Group Flight Surgeon



The Story of The "Billy Mitchell Group"  
468 H-Bomb Group – From the C.B.I. to the Marianas



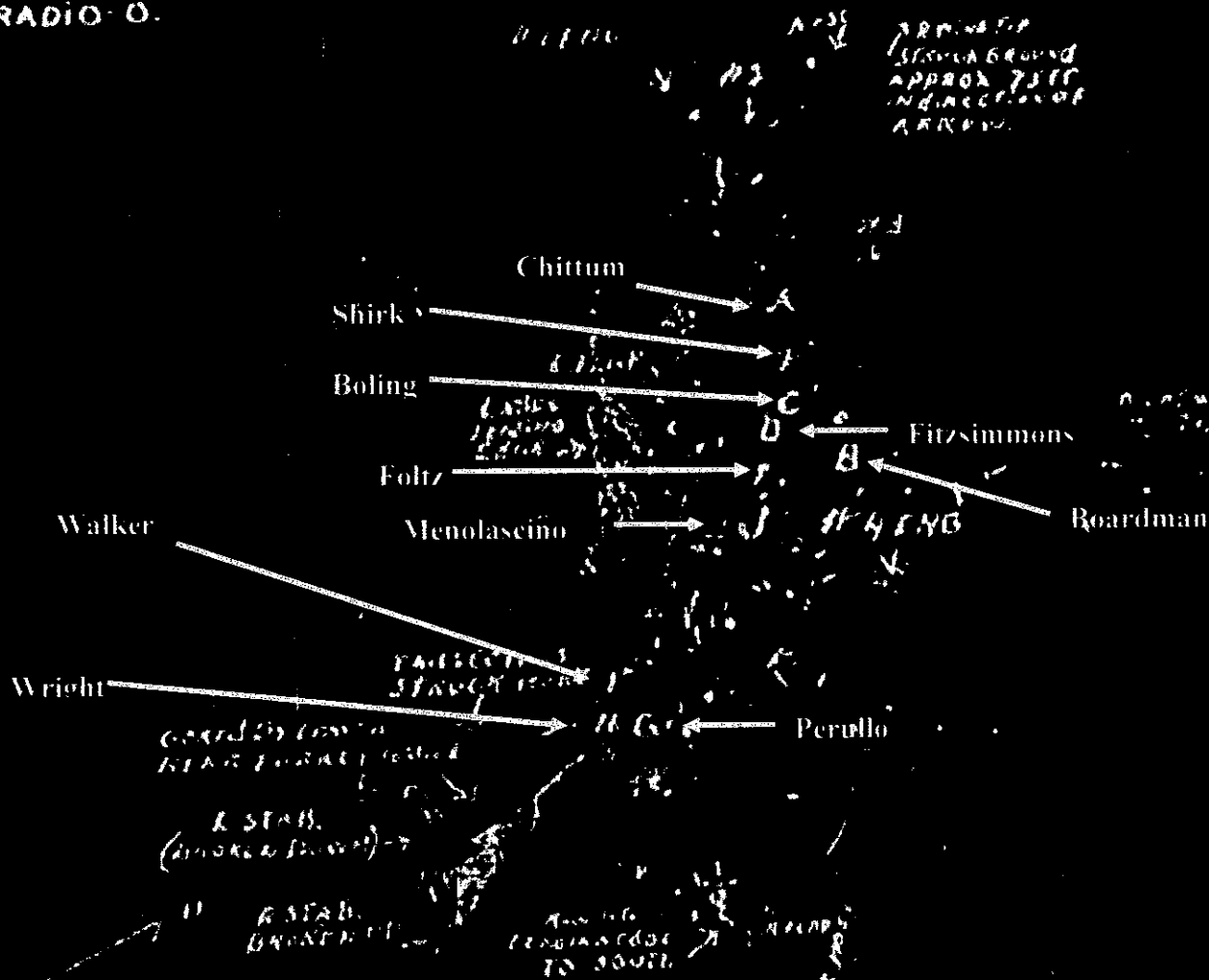


The Story of The "Billy Mitchell Group"  
468 H-Bomb Group – From the C.B.I. to the Marianas



LEGEND OF DECEASED PERSONNEL

- A-PILOT
- B-CO-PILOT
- C-QUAL. DUAL
- D-ENGINEER
- E-ENGINEER
- F-GUNNER
- G-GUNNER
- H-GUNNER
- I-PASSENGER
- J-RADIO O.



CONFIDENTIAL  
SHAAK 176461CH12H 10-24-43 ALT 350'





The Story of The "Billy Mitchell Group"  
468 H-Bomb Group – From the C.B.I. to the Marianas





B-29 41-36961

Read the details of the first B-29 crash within the 468th Bomb Group in Salina, Kansas on October 24, 1943. This material has never been presented in any forum before. See the link to the right.

**From the Group and Squadron Histories:**

*On a Sunday in October, those on duty at Smoky Hill saw their first crash of a B-29. From the field they could see this plane trying to climb, then slowly do a cartwheel on its right wing and plummet below the trees and housetops. Then the black smoke appeared. All aboard were killed except the tail gunner, and the plane was a total loss. It was a sobering thing to see, but the following morning everyone was back to his training bit. That deep belief, "It can't happen to me", so often true of combat men, seemed to prevail.*

---

**468th Losses**

The document link to the right contains a list of all the deaths incurred by the 468th Bomb Group.

The list includes:

**206 men killed in action**

**32 men missing in action, and later declared dead (many of which were verified by returning POWs)**

**10 Prisoners of War who either died or were executed**

**14 men who died from non-battle related incidents**

**1 civilian missing in action**

**1 civilian killed in action**

**1 mascot (Sally) killed in action**

**Total airmen: 262**

---



Headstone Applic... &gt; Page 1

## Check Type Stone Desired

- ☐ UPRIGHT MARBLE HEADSTONE  
☐ FLAT MARBLE MARKER  
☒ FLAT GRANITE MARKER

## APPLICATION FOR HEADSTONE OR MARKER

(PLEASE MAKE OUT AND RETURN TO THE OFFICE OF THE NATIONAL HEADSTONE APPLICATIONS, 1925-1963 - F-01d3)

Enlistment dates Reported for active duty 7/29/42Discharge dates 12-8-1919Serial number 0-466472

Date of Death

Oct. 24, 1943

Emblem—

Name of Cemetery

Johnson Lee Boring

City

State

Division

State

Emblem—

Christian X

Near Elma, Wash.

Elma

Wash.

Division

State

Emblem—

To be shipped to Manning & Boring at U.S. Dept. Elma, Elma, Wash.Whose post-office address is Box #2, Box 169, Elma, Wash. (Give R. R., NAME OF TOWN, county, and State)

DO NOT WRITE HERE

For verification MAY 29 1944Ordered AUG 26 1944 WEST CHELSEA, MASS. IN CONNECTION WITH THIS APPLICATION.B/L 3457448

Shipped

WAR DEPARTMENT  
O. G. M. G. Form No. 633Approved Aug. 12, 1943  
Revised May 18, 1931  
Revised Feb. 15, 1937  
Revised May 1, 1939Address Box #2, Box 169, Elma, Wash. Date May 22, 1944Manning & Boring, Boring, Wash.  
Applicant.

10-11453 GPO





## Check Type Stone Desired

- ☐ UPRIGHT MARBLE HEADSTONE  
☐ FLAT MARBLE MARKER  
☒ FLAT GRANITE MARKER

## APPLICATION FOR HEADSTONE OR MARKER

(PLEASE MAKE OUT, AND RETURN IN DUPLICATE)

Enlistment dates commissioned 2nd Lt. in R.G.C. 6/13/42 ORIGINAL  
 Discharge dates Reported for active duty 7/29/42  
 Pension number \_\_\_\_\_  
 Serial number 0-466472

FLAT GRANITE

Name <u>Jefferson Lee Boling</u>	Rank <u>2nd Lt.</u>	Company <u>468th Bomb group</u>	U. S. Regiment, State Organization, or Vessel <u>468th Bomb group</u>	Date of Death <u>Oct. 24, 1943</u>
Name of Cemetery <u>Masonic Cemetery</u>	Located in or near <u>Elma Wash</u>		If World War Veteran	Emblem— Christian <input checked="" type="checkbox"/> Hebrew None
<u>Near Elma, Wash.</u>	City <u>Elma</u>	State <u>Wash</u>	Division <u>Air Corps</u>	State <u>Wash</u>

To be shipped to Manny J. Boling, at N. P. Depot, Elma, Gray Harbor, Wash.  
 (Name of consignee) (Give R. R., NAME OF TOWN, county, and State)

Whose post-office address is R.R. #2, Box 169, Elma, Wash.

DO NOT WRITE HERE
For verification <u>MAY 29 1944</u>
Ordered <u>AUG 26 1944</u>
B/L <u>3457448</u>
Shipped _____

This application is for the UNMARKED grave of a veteran. It is understood the stone will be furnished and delivered at the railroad station or steamboat landing above indicated, at Government expense, freight prepaid. I hereby agree to accept promptly the headstone or marker at destination, remove it, and properly place same at decedent's grave at my expense. NO FEE SHOULD BE PAID IN CONNECTION WITH THIS APPLICATION.

Manny J. Boling, Father, Applicant.  
 Address R.R. #2, Box 169 Date May 22 1944  
Elma, Wash.

WAR DEPARTMENT  
O. Q. M. G. Form No. 623

Approved Aug. 12, 1913  
Revised May 18, 1931  
Revised Feb. 15, 1937  
Revised May 1, 1939

16-11453 GPO

*printed using pink tool*





## Check Type Stone Desired

- ☐ UPRIGHT MARBLE HEADSTONE  
☐ FLAT MARBLE MARKER  
☒ FLAT GRANITE MARKER

## APPLICATION FOR HEADSTONE OR MARKER

(PLEASE MAKE OUT AND RETURN IN DUPLICATE)

Enlistment dates *Commissioned 2nd Lt. on R.O.C. 6/13/40 ORIGINAL*  
 Discharge dates *Reported for active duty 7/29/42*  
 Pension number \_\_\_\_\_  
 Serial number *0-466472*

**FLAT GRANITE**

Name <i>Jefferson Lee Boling</i>	Rank <i>2nd Lt.</i>	Company <i>468th Bomb group</i>	U. S. Regiment, State Organization, or Vessel <i>790th Bomb group</i>	Date of Death <i>Oct. 24, 1943</i>
Name of Cemetery <i>Masonic Cemetery</i>	Located in or near <i>Elma Wash.</i>	If World War Veteran		Emblem— Christian <input checked="" type="checkbox"/> Hebrew <input type="checkbox"/> None <input type="checkbox"/>
<i>Near Elma, Wash.</i>	City <i>Elma</i>	State <i>Wash.</i>	Division <i>Air Corps</i>	

To be shipped to *Manny J. Boling*, at *U.P. Depot, Elma, Gray Harbor, Wash.*

Whose post-office address is *R.R. #2, Box 169, Elma, Wash.*

DO NOT WRITE HERE

For verification *MAY 29 1944*

Ordered *AUG 26 1944*

B/L *3457448*

Shipped \_\_\_\_\_

This application is for the UNMARKED grave of a veteran. It is understood the stone will be furnished and delivered at the railroad station or steamboat landing above indicated, at Government expense, freight prepaid. I hereby agree to accept promptly the headstone or marker at destination, remove it, and properly place same at decedent's grave at my expense. NO FEE SHOULD BE PAID IN CONNECTION WITH THIS APPLICATION.

*Manny J. Boling, Father*  
Applicant.

Address *R.R. #2, Box 169* Date *May 22, 1944*  
*Elma, Wash.*


WAR DEPARTMENT  
O. Q. M. G. Form No. 623

Approved Aug. 12, 1913  
Revised May 18, 1931  
Revised Feb. 15, 1937  
Revised May 1, 1939

16-51453 GPO



## SOURCE INFORMATION

Image url: <https://www.fold3.com/image/319665389>  
Publication Title: U.S., Headstone Applications for Military Veterans, 1925-1963  
Content Source: NARA  
Fold3 Publication Year: 2015  
Language: English  
Country: United States  
Fold3 Job: 15-001  
Record Group: 92  
Publication Number: M1916, M2113  
National Archives Catalog ID: 596118  
National Archives Catalog Title: Applications for Headstones, 01/01/1925 - 06/30/1970  
Short Description: Applications for headstones to be provided for deceased U.S. military personnel, 1925-1963.  
Roll: 40050\_2421402106\_0383  
Given Name: Jefferson Lee  
Surname: Boling  
Burial City: Elma  
Burial State: Washington  
Cemetery Name: Near Elma, Wash  
Year Range: 1941-1949  
Birth Date: 08-Dec-1919  
Death Date: 24-Oct-1943  
Original data from:  The National Archives (<http://www.archives.gov>)

*Match Index  
+ Source data*