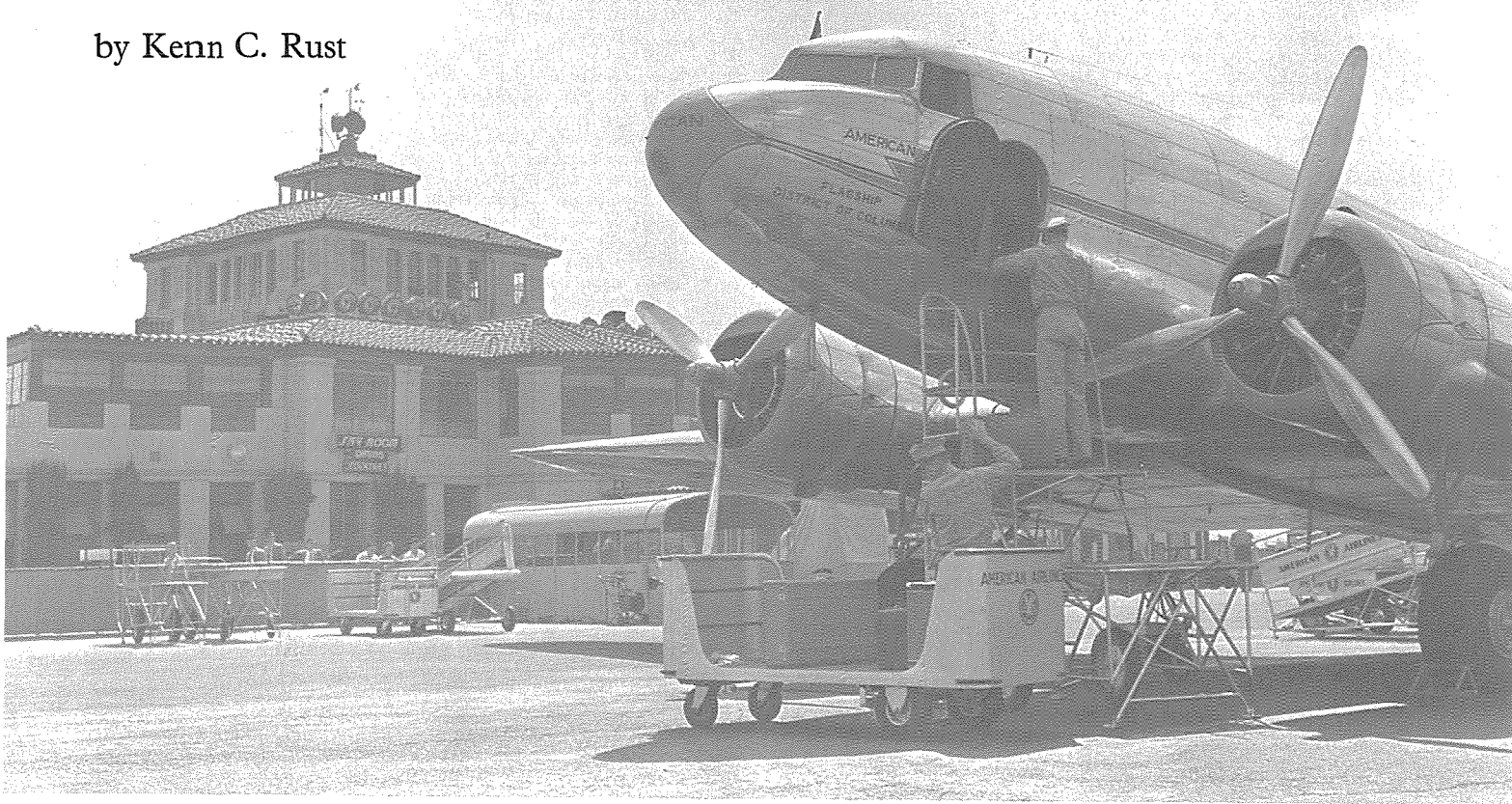


EARLY AIRLINES

by Kenn C. Rust



Accidents List—1926–1941

(Part I appeared in the Winter 1985 Journal)

The following listings comprise all the airline accidents known in which an airline plane was lost during the years 1926 through 1941. The first listings under each year are for fatal accidents. Each of these listings begin with a key line—giving the Name of the Airline (abbreviated), the Type of Plane and its Constructor's Number, the Location of the accident, the Date of the accident, and Pilot (P), Copilot (CP), other Crew (Cr) and Passenger (Pa) fatalities, plus the number of persons Injured (In). Below the key line is a brief description of the accident. When additional information on an accident is available in the text of this history, it is referenced at the end of the brief description.

To differentiate fatal accidents on scheduled operations from fatal accidents on non-scheduled operations, the latter have headings set in italics. These are accidents which were not counted in the annual Department of Commerce and Civil Aeronautics Authority reports, and thus are here presented as part of the record for the first time.

Following the listing of fatal accidents for each year, the non-fatal airline accidents in which an airline plane was lost that year are listed. These listings are preceded by the day and month on which the accident occurred, with a description of the accident, giving the pertinent facts, following.

So far as the author can determine, the listings herein are 95% to 98% complete. Here and there, some facts are miss-

ing, and the exact aircraft involved in an accident is not known in 13 cases. These 13 are listed separately at the back of this section in the hope that someone may come forward with the missing information.

1926

				Fatalities				
				P	CP	Cr	Pa	In
Ford	2-AT	Summit, IL	18 May	1	0	0	0	0
Ross Kirkpatrick was flying "Maiden Dearborn I" to Chicago with mail from Detroit when a storm caused him to attempt an emergency landing at Summit. After touching down the plane encountered soft ground and nosed in, the engine telescoping back into the cockpit and crushing the pilot to death.								
Dickenson Hybrid		Mendotta, MN	7 Jun	1	0	0	0	0
Elmer L. Partridge took off from Minneapolis at 3:15 p.m. with mail for Chicago. Soon after takeoff, in turbulent winds, his plane crashed near Mendotta. See Vol 30 No 4, p 265.								
PAT	M-1	5 Van Nuys, CA	12 Nov	0	0	0	1	0
Ryan mail plane left Los Angeles for Seattle at midnight flown by Charlie Widmer with mechanic Donald Rossiter. In dense rain clouds the plane went into a spin. Widmer bailed out but for some reason Rossiter didn't. Vol 30, No 4, p 269.								
PAT	M-1	2 Medford, OR	16 Dec	1	0	0	0	0
Southbound Ryan air mail plane No. 3, piloted by R.B. "Pat" Patterson, flying low in a heavy fog, crashed into the face of Mt. Ashland, south of Medford. See Vol 30, No 4, p 269.								
16 Sep: de Havilland DH-4B (No. 112) of Robertson Aircraft Corp., Charles A. Lindbergh, pilot, flying from St. Louis to Chicago with mail, was kept from landing at Chicago by heavy fog. When his fuel ran out, Lindbergh bailed out near Ottawa, Ill. Vol 30, No 4, p 268.								
3 Nov: de Havilland DH-4B (No. 109) of Robertson Aircraft Corp., flying mail from St. Louis to Chicago, was caught in darkness and light snow, and pilot Charles A. Lindbergh bailed out near Covell, Ill. See Vol 30, No 4, p 269.								

1927

					Fatalities				
					P	CP	Cr	Pa	In
PAT	M-1	8	Gustine, CA	3 Apr	1	0	0	1	0
Ryan with pilot Edward Neher was flying the mail and carrying Alfred Schaeffer on his first inspection trip of the offices of Pacific Air Transport. Soon after leaving Fresno, the plane was forced down near Merced at 4:30 a.m. and crashed in a marshy depression, killing both men. See Vol 30, p 272.									
VAL	Swallow A28	King Hill, ID	15 Apr	1	0	0	0	0	0
Varney Air Lines mail plane, flying from Salt Lake City to Pasco, encountered stormy weather and strong winds and crashed seven miles north of King Hill, killing pilot William Sanborn.									
CAT	Univ 405	Willington, CN	3 Sep	1	0	0	0	0	0
Colonial Air Transport <i>Universal</i> with pilot E.G. "Dan" Cline, flying mail and air express from Boston to New York, crashed 50 minutes after midnight. See Vol 30, No 4, p 275.									
CAT	FC-2 20	New Brunswick, NJ	30 Oct	1	0	0	3	0	0
Fairchild, piloted by Leroy H. Thompson, took off carrying three passengers on a five-dollar ride, fell into a spin and crashed, killing all on board. See Vol 30, No 4, p 276.									
NAT	M-4	Corunna, IN	29 Nov	1	0	0	0	0	0
National Air Transport Douglas, C1062, piloted by Edward Axberg, on his first air mail trip from Cleveland to Chicago, was forced down at night during a severe storm and crashed on a farm.									
WAE	M-4	Denver, CO	10 Dec	1	0	0	0	0	0
Western Air Express Douglas M-4, C1476, piloted by Jack Taylor, took off from Lowry Field on a ferry flight, climbed through fog and exploded in the air. See Vol 30, No 4, p 276.									

Jan: de Havilland DH-4B (No. 110) of Robertson Aircraft Corp. was wrecked.

23 Feb: Three Curtiss *Carrier Pigeon* mail planes (6, 8, 10) and a Wright J-4 powered plane of National Air Transport were destroyed in a hangar fire at Kansas City.

28 Mar: Fokker *Universal* (400) and a Curtiss *Lark* of Colonial Air Transport were destroyed in a hangar fire at Hadley Field, NJ.

18 Jun: Fokker C-2 (1) of Colonial Air Transport, Capt. Conrad H. Biddlecombe, pilot, took off from Teterboro Field, NJ, at 5:30 p.m. with six passengers for a \$5, 10-minute sightseeing flight. At 100 feet, one engine failed. Biddlecombe kept the other two engines going and landed the plane in marshy ground at the south end of the field. It cracked its right wing, tipped on its nose and settled back, two passengers suffering minor injuries. With wing and landing gear damaged, the aircraft was sold back to Fokker, which later used the wing on another aircraft.

26 Oct: Ryan M-1 (7) of Pacific Air Transport, flown by Charles R. Bowman who was carrying northbound mail from Los Angeles, went out of control in a severe storm at 2:20 a.m. Bowman bailed out and landed safely on the side of a mountain near Castaic. Vol 30, No 4, p 276.

25 Dec: Ryan M-1 (1) of Pacific Air Transport, Major James Rutledge, pilot, left Fresno southbound about 5:00 p.m. Unable to make his scheduled landing at Bakersfield due to wind storms, Rutledge kept circling around and finally jumped from the plane at about 3,000 feet. Stunned and injured after landing, Rutledge fired off a rapid series of revolver shots which brought the owner of the Shafter, Calif., ranch on which he had come down out from his Christmas dinner to find him.

1928

					Fatalities				
					P	CP	Cr	Pa	In
ColW	FC-2 39	Rural Grove, NY	8 Jan	1	0	0	2	0	0
Fairchild of Colonial Western Airways left Mineola in the afternoon for Buffalo with pilot Raymond Henries and one passenger. It stopped at Albany where a second passenger was taken on and again took off. It passed over Schenectady and Fonda, winging westward, and thereafter became lost in a dense fog that overhung the Mohawk Valley. The plane struck a hummock of earth in a plowed field on a farm at Canajoharie, New York, bounded into the air, cleared a wire fence then hit again in a meadow and abruptly turned over. All three men died in the crash which took place only 100 yards from the farmhouse and 200 yards from a highway, but because the fog was so thick, and even though searchers were out, the wreckage was not found for two days.									
BAT	40A 891	Marquette, NB	26 Feb	0	0	0	1	1	1
Boeing mail plane flying the Omaha-to-Cheyenne route crashed in a grove near Marquette during the day and burned. Pilot Frank Yager was seriously injured, and passenger F.H. Craig was burned to death. Only 75 of the 800 pounds of mail were salvaged, in a charred condition. The accident was possibly caused by a broken propeller.									
BAT	40A 893	Federal, WY	17 Mar	0	0	0	1	1	1
Boeing mail plane was flying in a blizzard when pilot Edward S. Maroney lost a beacon light, and the plane crashed to the ground. Maroney was seriously injured, and passenger Charles Appenfelder was killed.									
Ford	4-AT-1	Detroit, MI	12 May	1	1	0	0	0	0
Ford, piloted by William Munn, with Earl K. Parker copilot, of Ford Air Freight Lines, stalled and crashed on takeoff from Ford Airport for Buffalo with a 1,200-pound freight load. Fuel from the broken tanks spilled out and the aircraft burned.									
Pitcairn	PA5 13	Richmond, VA	22 May	1	0	0	0	0	0
Mail plane of Pitcairn Aviation left Byrd Field for Washington at 1:30 a.m. with pilot Ed J. Morrissey, 35. Morrissey became lost in heavy fog, returned, tried to land on a golf course and crashed. See Vol 31, No 1, p 61.									

Pitcairn PA-5 23 Ellerson, VA 26 May 1 0 0 0 0
James R. Reid flew the northbound mail from Richmond, Va. He ran into heavy fog shortly after takeoff and attempted an emergency landing at 1:55 a.m. in a field a few miles north of Richmond but rolled over a 10-foot embankment and crashed. See Vol 31, No 1, p 61.

NAT M-4 628 Lebo, KS 22 Jun 1 0 0 0 0
Wayne G. Neville, six years a pilot, left Kansas City shortly after 3:00 a.m. on the Chicago-to-Dallas air mail route. The Douglas ran into a severe wind and electrical storm and Neville was killed when the plane crashed in a pasture 20 miles east of Emporia at 4:00 a.m.

RAC DH-4B 387 Ellsmore, MO 28 Jun 1 0 0 0 0
de Havilland of Robertson Aircraft Corp. flown by Leslie H. Smith was caught in a bad storm at night and collided with a hill, killing Smith.

PAA F-Vila 704 Off Florida 15 Aug 0 0 0 1 1
Mail and passenger flight from Havana to Key West with pilot Robert Fatt, mechanic, radio operator and two passengers encountered strong headwinds half an hour out of Havana. In worsening visibility the plane was blown off its course but kept flying for three hours until fuel ran low. Twenty miles off the Florida coast the lost plane's crew spotted the tanker *Legionnaire*. Holes were cut in the top of the cabin, life belts distributed and Fatt put the Fokker down near the tanker. The plane landed heavily, and the cabin was immediately submerged. One passenger was dragged out by the radio operator, but the other passenger disappeared and was lost. The crew and the one injured passenger, and all 5,000 pieces of mail, water soaked, were taken aboard the tanker.

NPA SuperU 809 Pocatello, ID 4 Sep 1 0 0 6 0
National Parks Airways Fokker *Super Universal* left Great Falls, Mont., in the morning for Salt Lake City, carrying six passengers and mail. While attempting to land at Pocatello, pilot Paul V. Wheatley approached the field at 75 feet, turned into the wind but banked too sharply left, and the plane crashed to the ground nose down and rolled over several times.

PAT 40C 1043 Canyon City, OR 2 Oct 0 0 0 1 1
Encountering heavy fog with mail and a passenger aboard, Harry G. Donaldson headed through Cow Creek Canyon, about 70 miles north of Medford, in an effort to reach a clear in the fog. The mist became heavier and soon the plane was entirely surrounded by the soup. Donaldson had no choice but to turn back, but in doing so the plane hit a tree hidden by the fog, crashed and burned. Donaldson managed to get free, burned on legs and face, but the passenger, O.P. Donavan, died in the fire, which also destroyed most of the 101 pounds of mail.

NAT M-4 658 Polk, PA 18 Oct 1 0 0 0 0
William C. Hopson in a Douglas was flying night mail, including at least half a million dollars in diamonds, from Hadley Field, N.J., to Cleveland. He passed Bellefonte into stormy weather, crashed and burned on the side of a mountain.

Univ H-47 46 Edgerton, OH 24 Nov 1 0 0 2 0
Hamilton of Universal Air Lines piloted by Edwin H. Bassett with two passengers (one his wife), flying from Cleveland to Chicago, landed at Toledo at 4:10 to refuel. There was no snow there but after takeoff the plane encountered a snowstorm to the west which grew worse. The plane followed the New York Central tracks, circled three times near Edgerton, glided down for a landing and crashed into a tree. The plane crumpled but did not catch fire.

NAT M-4 650 Bristolville, OH 25 Nov 1 0 0 0 0
Lawrence H. Garrison, veteran mail pilot, was flying from Bellefonte with the afternoon mail for Cleveland. He encountered a general snowstorm over northern Ohio so impenetrable that he attempted to land about 6:00 p.m. He came down alongside the Pennsylvania Railroad tracks, and the Douglas turned over completely. Flames spurted from the wreck as gasoline from the broken tanks was ignited, and the fire consumed the aircraft, pilot and mail.

Cont 4000 525 Lebanon, OH 25 Nov 1 0 0 0 0
Continental Airlines Travel Air, flown by Tilden "Pete" Johnson, 21, one of the youngest airline pilots with two years flying experience, left Cleveland at 2:55 a.m. with cargo of mail for Louisville. Plane encountered violent snow squalls and crashed in a field about 5 miles from Massillon.

NAT M-4 653 Huron, OH 20 Dec 1 0 0 0 0
Leo J. McGinn, flying Cleveland-to-Chicago route in a Douglas, was fighting a gale and snow, with a 50-mile-an-hour wind in his face from due west, when he reached Huron. He dropped a red flare over the western edge of the village, circled several times and then, at 6:00 p.m., descended with a rush through the top of an apple tree in the yard of Charles Warnke. The plane bounded into a barn on the adjoining property of Wright M. Stein, an undertaker. McGinn was thrown clear of the cockpit, being decapitated in the process, as the plane crashed and exploded. The resulting flames destroyed the plane, the mail and the barn.

IA FC-2W2 Chattanooga, TN 23 Dec 1 0 0 3 1
Fairchild of Interstate Airlines, on new mail and passenger route between Atlanta and Chicago, took off from Marr Field with four passengers. It managed to clear the tops of houses and telephone wires while having trouble gaining altitude beyond the airfield boundary, then approached a railroad embankment 35 feet above street level. Pilot Charles H. Shields tried to turn and go with the embankment, but the right wing struck the roof of a house and the plane crashed into a tree and a garage at 8:23 a.m. One passenger survived with minor injuries.

22 Jan: Travel Air 4000 (No. 12) of PAT, Arthur D. Starbuck, pilot, flying southbound mail over northern California was caught in a severe downdraft and crashed in a canyon near Shasta Springs. See Vol 30, No 4, p 279.

7 Feb: *Swallow* (A27) of VAL, George H. Buck, pilot, flying the mail in bad weather, encountered a snow squall while at 200 feet, fell into a spin and could not be recovered before it hit the ground.

26 Mar: Fokker *Universal* (401) of Colonial Air Transport, Charles W. Parkhurst, pilot, flying mail from Boston to Hasbrouck Heights, force landed with a clogged oil line on a level field in New Canaan, Ct., in thick weather and was wrecked. Aircraft rebuilt by factory and sold.

29 Mar: Fokker *Universal* (402) of PAT, James L. Rutledge, pilot, ran out of fuel

and was wrecked on landing in poor terrain near Orinda, Calif.

7 May: Pitcairn PA-5 (15) of Pitcairn Aviation, flown by John S. Kytte on the Atlanta-Richmond run, forced to fly low by heavy fog and rain, crashed 16 miles out into the side of Stone Mountain. See Vol 31, No 1, p 61.

Jun: de Havilland DH-4B (No. 111) of Robertson Aircraft Corp. was wrecked.

4 Jul: Curtiss Carrier Pigeon (7) of National Air Transport, Samuel J. Samson, pilot, suffered a radiator leak which necessitated a quick landing. The plane stalled in landing and cracked up at Ottawa, Kan.

15 Aug: Pitcairn PA-5 (10) of Pitcairn Aviation, flown by John S. Kytte, departed Atlanta with 151 pounds of northbound mail at 8:00 p.m. He encountered a heavy storm over the Carolinas, proceeded, was blown off course and, flying blind at 2,000 feet, crashed into a mountain near Old Fort, North Carolina. The plane was demolished, but Kytte was uninjured and the mail was recovered, driven to Greensboro and sent north by train.

13 Oct: Ford 4-AT-8 of Stout Air Services, Ralph Reed, pilot, and two passengers, hit a tree at Detroit, Mich., during a night landing and crashed. All three were injured.

2 Nov: Bach Air Yacht (4) of West Coast Air Transport, with pilot Louis G. Goldsmith, a relief pilot and six passengers, flying from Portland to San Francisco, made an emergency landing at 7:15 p.m. at Corning, Calif., 150 miles from San Francisco, and took on 200 gallons of gasoline. Two hours later, in a rain and wind storm, the plane was over Chico, 25 miles from Corning, lost and circling. It then attempted an emergency landing at De Saba, struck trees along a mountainside on approach and crashed to the ground. The pilot's skill prevented a tragedy, and although the six passengers were injured, one was seriously hurt. The two pilots were bruised.

18 Nov: Douglas M-4 (621) of NAT, Paul Collins, pilot, crashed at Brookville, Pa., while flying in a severe storm.

16 Dec: Pitcairn PA-5 (26) of Pitcairn Aviation, Furman A. Stone, pilot, went out of control in fog and crashed at Waycross, Ga., seriously injuring Stone.

17 Dec: Douglas M-4 of NAT, Jack O. Webster, pilot, flying from Cleveland to Hadley Field, N.J., ran out of fuel near Thompsonville, Ct., while lost in the clouds in bad weather, and Webster jumped safely from 5,000 feet. (On October 5th, in an M-4, weather had forced him to land on a rough farm plot at Branford, Ct., damaging a wing.)

23 Dec: Boeing 40B (889) of BAT, A.R. Teckscheld, pilot, was caught by snowstorms and struck bluffs while looking for the airport near Omaha, Neb.

1929

					Fatalities					
					P	CP	Cr	Pa	In	
CAT	FC-2	111	Stafford Springs, CN	5 Jan	1	0	0	0	0	0
Fairchild mail plane, flying from Boston to New York at night, encountered bad weather and hit a mountain while attempting to find a landing place, killing pilot Ned (E.C.) Carrington.										
VAL	C-3B	102	Cove, OR	18 Jan	1	0	0	0	0	0
After encountering fog and darkness, mail pilot Harold E. Buckner's Stearman fell into a spin and crashed. Buckner, 32, of Boise, Idaho, was taken to an isolated trapper's cabin. A rescue party from La Grande, Ore., found him there the next day, dead from his injuries.										
Ball	4000	800	Morgantown, WV	31 Jan	1	0	0	0	0	0
Travel Air mail plane, flying from Cleveland to Pittsburgh, "Failed to stop at Youngstown because of darkness" (per note in pilot Eugene Cecil's pocket) and became lost in darkness, many miles off course. Cecil then tried to land in a small field on the top of a mountain, saw a fence at the last moment, opened the throttle but hit the fence and crashed.										
ColW	4-AT-41		Newark, NJ	17 Mar	0	0	0	0	14	1
Ford took off on a sightseeing flight at 5:00 p.m. with 13 passengers in the cabin and a friend of the pilot in the cockpit. At 500 feet the left engine and then the center engine quit, and the plane crashed into a railroad gravel car, breaking in half. Pilot Lou Foote and his friend were hurled free. They were the only survivors, but the friend died the next day. See Vol 31, No 1, p 64.										
STD	F-VII	617	Beaumont, CA	30 Mar	1	0	0	3	0	0
Single-engine Fokker of Standard Airlines left Los Angeles at 8:00 a.m. for El Paso with pilot Delbert D. Everitt and three passengers. Doubling back in fog nearly 90 minutes later, the Fokker, its engine missing and pounding, crashed about 9:30 a.m., 3 miles north of Beaumont. See Vol 31, No 1, p 65.										
MDX	5-AT-10		San Diego, CA	21 Apr	1	1	0	3	0	0
Maddux Air Lines Ford, with pilot Maurice H. Murphy, relief pilot Louis D. Pratt and three passengers departed San Diego at 11:30 a.m. for Phoenix. Over eastern San Diego an Army pursuit plane flew around it, looped and crashed into the Ford. Both planes went down, the Ford after valiant efforts to keep it in the air, and all died. See Vol 31, No 1, p 65.										
WAE	C-3B	105	Cheyenne, WY	7 May	1	0	0	0	0	0
Stearman on night mail flight from Denver to Cheyenne passed over local airfield, became lost in fog and crashed. Next day Ivan D. Houston was found dead in the wreckage of his plane.										
PAA	F-10A	1010	Santiago, Cuba	13 Jun	0	0	1	1	7	7
Pan American Airways Fokker took off for Havana from the small and dangerous field at Santiago which was muddy and prevented it from attaining sufficient flying speed to fully clear the field. Its landing gear caught in telephone wires, the plane lurched into a tree, crashed to the ground and burned at 8:05 a.m. The radio operator was burned to death, and the pilot, William L. Elmore, mechanic and steward were badly injured. The five passengers were injured and burned, one fatally.										
NW	5-AT-2		St. Paul, MN	24 Jun	1	0	0	0	0	7
Right after takeoff for flight from St. Paul to Minneapolis all three engines quit at 500 feet and the Ford crashed near Indian Mounds Park. Veteran pilot Eddie Middaugh										

was killed, the steward was seriously burned trying to save him, and the six passengers were injured.

Cont 4000 524 Columbus, OH 30 Jun 1 0 0 0 0
Flying through heavy fog and smoke clouds, Waldo E. Robey, air mail pilot for Continental Airlines, crashed into the top of the 200-foot radio tower of station WAIU about 4:30 a.m. and died in the crash. See Vol 31, No 1, p 66.

Pitcairn PA-5 21 Berlin, NJ 8 Jul 1 0 0 0 0
Thomas W. Gurley took off from Philadelphia on a test flight to New York in the afternoon. A few minutes later the plane caught fire at 4,000 feet and plunged to the ground in a flaming spin. The plane was equipped with a 10-foot radio mast used in making experiments with a new radio compass, and it was reported that a spark from the wireless outfit may have caused the fire.

Pitcairn PA-5 28 Tampa, FL 30 Jul 1 0 0 0 0
Vivien M. Jones, who had joined Pitcairn Aviation a week before as a relief mail pilot, brought mail plane into Tampa from Jacksonville shortly after noon. After working on the engine he went up for a trial flight, engaging in acrobatics. He dove to 1,500 feet, pulled up and the wing structure failed. The plane dove into an orange grove in West Tampa.

Middle Vega 70 Clovis, NM 11 Aug 1 0 0 2 0
Lockheed on delivery flight, piloted by Orville L. Stephens with two passengers, dove into the ground from low altitude, possibly as the result of unexpected down-drafts.

Middle Vega 52 Pittsburgh, PA 12 Aug 1 0 0 0 0
Lockheed of Middle States Airlines was in service on Pittsburgh-to-Akron route. Fifteen minutes after takeoff, pilot Harry E. Smith was killed in fog near Bettis Field when the plane struck telephone wires at full power. Its wings came off and the fuselage, burning, hit on the road beside telephone wires and shot 700 feet along it, striking two cars.

TAC C-2C 222 Lake Erie 13 Aug 0 1 0 0 0
Loening amphibian Miss Detroit of Thompson Aeronautical Corp., operating between Detroit and Cleveland, took off from the Cleveland waterfront at 5:00 p.m. and ran into heavy fog shortly afterward. It couldn't climb above it, and pilot Cy Caldwell decided to land on Lake Erie, six miles west of Pelee Island. Unable to distinguish the waterline, he touched down so heavily he damaged one wing and the craft turned over. Pilot Caldwell, a mechanic and a passenger were subsequently rescued by a freighter, but the copilot, Johnny Kasper, was lost.

TAT 5-AT-20 Mt. Taylor, NM 3 Sep 1 1 1 5 0
City of San Francisco left Albuquerque at 10:15 a.m. for Los Angeles and ran into a severe electrical storm which drove the Ford north of its course. Pilot J.B. Stowe turned east to go back to Albuquerque, and while he was still blinded by the storm the Ford crashed into Mt. Taylor, 60 miles west of Albuquerque. See Vol 31, No 1, pp 66-67.

Pitcairn PA-6 13 Atlanta, GA 13 Sep 1 0 0 0 0
Syd Molloy, flying mail from New York, arrived several minutes late at Atlanta at 5:20 a.m. Circling Candler Field in fog, he flew into the steel radio tower at Fort McPherson and crashed. Molloy died at Fort McPherson hospital at 8:30 a.m. See Vol 31, No 1, p 67.

CAT PA-6 Berlin, CN 17 Sep 1 0 0 0 0
Pitcairn of Colonial Air Transport, flown by Henry H. Tallman, left Brainard Field, Hartford, at 9:05 p.m. bound for Newark. In a fine drizzle and drifting fog the plane circled to get its bearings and crashed into Mount Lamentation at 9:15 p.m. See Vol 31, No 1, p 67.

Pickwick 71 Jacumba, CA 17 Sep 1 0 0 0 1
Fairchild of Pickwick Airways with pilot Russell F. Hall and passenger Jose Lavin, Mexican customs official of Tijuana, was flying the mail from Tijuana to Nogales when it encountered a blinding rainstorm. Hall was forced to make an emergency landing and set the plane down alongside a highway near the Mexican border at Jacumba Hot Springs. As the plane slowed, one wheel hit a rock and the plane nosed over on the highway. Hall suffered a fractured skull and was rushed to a hospital at El Centro where he died that night.

Univ C3B Mt. Vernon, OH 29 Oct 1 0 0 0 0
Stearman of Continental Airlines Division of Universal, with pilot Elmer M. Kane, was flying mail from Cleveland to Louisville when it ran into rain and dense fog. At 5:40 a.m., Kane circled and attempted an emergency landing but struck a grove of trees on a farm 8 miles SW of Mount Vernon and crashed. The plane burned and Kane died in the flames. Ten pounds of badly charred mail was recovered.

Gorst C-2C 232 Manette, WA 31 Oct 1 0 0 1 0
Pilot Donald M.S. Monroe with a mechanic aboard and no passengers took off in a Loening for the regular run from Bremerton to Seattle at 1:30 p.m. While flying low, the plane suddenly nosed down into the water and crashed, killing both men.

E-R 10 Indianapolis, IN 2 Nov 1 0 0 0 0
Embry-Riddle Waco piloted by Charles Vermilyea was flying the mail from Chicago to Cincinnati. When it reached Indianapolis, its midway stop, at 10:45 p.m., the plane unaccountably dove into the ground from low altitude, killing its pilot. Forty pounds of mail, partly burned, was recovered.

VAL M-2 1006 Vancouver, WA 30 Nov 1 0 0 0 0
Stearman piloted by Clarence C. Price, 30, flying the mail from Pasco to Portland, struck the Interstate Bridge at Vancouver at 3:15 p.m. in fog, crashed and burned in a lumber pile. Price died of his injuries the next day.

NAT M-3 622 Chagrin Falls, OH 2 Dec 1 0 0 0 0
National Air Transport pilot Thomas P. Nelson took off from Bellefonte, Pa., for Cleveland at 11:55 p.m. December 1st. He was due at Cleveland at 2:15 a.m. Three and a half days later he was found beside the snow-covered wreckage of his air mail plane on a farm four miles east of Chagrin Falls, dead of exposure. See Vol 31, No 1, p 68.

TAT 5-AT-21 Indianapolis, IN 22 Dec 0 0 0 1 1
Ford of Transcontinental Air Transport with pilot Dean W. Burford, copilot, courier and 11 passengers arrived at Indianapolis from St. Louis at 5:05 p.m., circled the field and landed in a snowstorm. On setting down, the landing gear struck a snow-covered stump which tore away the left wheel, and the plane came to a broken

stop. The wheel was thrust up into the cabin, killing one passenger and severely injuring another. The aircraft was repaired and returned to service.

TAT B6000 Amarillo, TX 30 Dec 1 0 0 4 0
Texas Air Transport Travel Air, flown by Lt. Robert H. Gray, manager of the Amarillo branch of TAT, had flown five passengers over the city for two hours. It landed and let off the wife of one passenger then took off again. Fifteen minutes later the plane approached the field for another landing, but about 200 feet up it went into a spin and crashed on the Hillcrest Country Club golf course.

6 Jan: Boeing 40B (900) of BAT, Norman W. Potter, pilot, struck a tree while landing at Fort Crook, Neb., into the glare of floodlights. See Vol 31, No 1, p 64.

20 Jan: Travel Air 5000 (177A) of NAT, John B. Story, pilot, was flying mail into Chicago when it encountered a blinding snowstorm and iced up. Story bailed out and landed safely near Davenport, Iowa. The plane crash-landed itself in the snow, was taken to Chicago and dismantled in November.

13 Feb: Boeing 95 (1049) of BAT, George I. Myers, pilot, suffered engine failure near Omaha and struck a tree in landing.

1 Mar: Pitcairn PA-5 (29) of Pitcairn Aviation, C.J. Faulkner, pilot, making test flight on spur service with 500 pounds of mail, suffered engine failure on takeoff from Daytona Beach, Fla., plunged into the water and sank rapidly.

11 Mar: Boeing 40B (886) of BAT, R.T. Freng, pilot, flying mail and one passenger, suffered ice formation in a heavy storm. Freng crash-landed the plane about 7:30 p.m. on the side of a hill at Park City, Utah. See Vol 31, No 1, p 64.

22 Mar: Douglas M-4 (655) of NAT, S.J. Samson, pilot, encountered heavy fog on the Cleveland-to-Chicago run. The plane went into a spin and Samson jumped. See Vol 31, No 4, p 65.

22 Mar: Curtiss Falcon (13) of NAT, Paul J. Kaniut, pilot, left Kansas City for Chicago with 400 pounds of mail. Near Harmon, Ill., flames burst out from the fuselage and Kaniut promptly jumped. See Vol 31, No 1, p 64.

10 Apr: Fairchild FC-2 (116) of Colonial Western Airways, Ernest E. Basham, pilot, nosed over in a creek at the edge of the field at Syracuse, N.Y., while trying to take off from the rain-sodden field.

25 Apr: Pitcairn PA-6 (18) of Pitcairn Aviation, Verne E. Treat, pilot, suffered engine failure near Blue Plains, D.C., and Trent bailed out safely. Registration of the wrecked plane was canceled in June, but the plane was repaired by July and reregistered in August.

16 May: Fokker *Super Universal* (819) of Texas Air Transport Flying Service, Homer J. Rader, pilot, encountered storm and, flying blind, crashed in the Delaware mountains, Texas.

22 May: Boeing 80 (1033) of BAT, Hugh Barker and Abe Warner, pilots, with seven passengers, made a forced landing on takeoff from Elko, Nev., due to failure of the left engine, and suffered landing gear failure in soft ground.

2 Jun: Fokker F-10A (1013) of WAE was overturned and destroyed by a cyclone while standing idle at Wichita, Kan.

5 Jun: Sikorsky S-38A (14-5) of WAE, George Putnam, pilot, landed wheels down in Avalon Harbor, Catalina, and nosed over.

29 Jun: Pitcairn PA-5 (25) of NAT, Earl C. Rockwood, pilot, was flying from Ponca City to Tulsa when the engine lost revs and he had to make a crash landing at Skiatook, Okla. The plane was destroyed by fire and the mail lost.

12 Jul: Travel Air B6000 (997) of Texas Air Transport Flying Service was destroyed in a hangar fire at Meacham Field, Fort Worth.

29 Jul: Metal G-2W *Flamingo* (5) of United States Airways, Homer G. Sweet, pilot, and seven passengers, was heavily loaded and failed to leave the ground at Denver, Colo.

7 Aug: Bach 3CT6 (7) of Pickwick Airways, John Wood and E.C. McLeod, pilots and eight passengers, took off from Glendale, Calif., for San Diego. Ignition failure in two engines (also reported as gasoline line stoppage) occurred soon after takeoff and the plane crash-landed, flipping over on its back. One passenger was seriously injured while the two pilots and the other seven passengers suffered only minor injuries.

1 Sep: Curtiss Robin (254) of TAT FS, W.A. McDonald, pilot, and two passengers, suffered wing failure in flight, made a forced landing and hit a fence at Bogalusa, La. 5 Sep: Pitcairn PA-6 (11) of Pitcairn Aviation, John S. Kytte, pilot, ran out of fuel in bad weather and Kytte jumped near Jetersville, Va.

19 Sep: Sikorsky S-38B (214-1) of PAA, Robert Hively, pilot, crashed after takeoff at Miami, Fla.

8 Oct: Boeing 40B (1098) of Universal, Axel R.E. Swanson, pilot, hit a truck during takeoff in a crosswind from the muddy field at Kansas City, Kan., and crashed.

18 Oct: Boeing 95 (1055) of BAT, C.V. Pickup, pilot, force-landed at Elm Creek, Neb., due to failure of the fuel supply system and the plane caught fire and burned out.

21 Oct: New Standard D-27 (114) of Clifford Ball, Harry Sievers, pilot, ran into bad weather that hid the ground. When the engine stopped, Sievers tucked the bag of mail he was carrying under his arm and bailed out near Beaver Falls, Pa.

6 Nov: Boeing 95 (1070) of NAT, Thomas P. Nelson, pilot, caught fire on the Cleveland-to-New York mail run, and Nelson bailed out about 2:15 a.m. near Ringtown, Pa. See Vol 31, No 1, pp 67-68.

9 Nov: Douglas M-4 (304) of NAT, Jack O. Webster, pilot, was headed west on the New York-to-Cleveland route when it was forced down by ice and crashed near the top of Rattlesnake Mountain, Pa. See Vol 31, No 4, p 68.

9 Nov: Stearman M-2 (1003) of VAL, Kenneth W. Neece, pilot, was flying the mail from Seattle to Pasco when it encountered severe fog near Portland and spun into the ground from altitude near Gresham, Ore., at about 7:00 a.m.

14 Nov: Pitcairn PA-5 (6) of St. Tammany-Gulf Coast Airways, Clair E. Cheney, pilot, nosed over at night while making a crosswind landing at Galveston, Texas. Later, the plane was put on a truck to be taken to Dallas, but on the way, at Bremond, on Highway 90, the wrecked aircraft caught fire and was completely destroyed.

18 Dec: Boeing 80 (1031) of BAT, R.J. Little and E.H. Borgard, pilots, flying west-bound with two passengers and mail in darkness, came down through a hole in the fog near Loomis, Calif., to get its bearings and crashed on a hill on a ranch near the

outskirts of Loomis. Little and one passenger were slightly injured. See Vol 31, No 1, p 75.

26 Dec: Fokker F-10 (1002) of WAE, H.J. Laas, pilot, and 11 passengers hit a soft spot on the field at Oakland, Calif. The left wheel was torn off and the left wing broken as the plane ground-looped to a nose-down stop.

1930

					Fatalities					
					P	CP	Cr	Pa	In	
BAT	95	1047	Brawnson, NB	10 Jan	1	0	0	0	0	0
Boeing with the San Francisco-to-Chicago mail flown by Charles Kenwood encountered dense fog and hit the ground near Sidney, Neb. Some 370 pounds of burned mail were salvaged.										
WAE	95	1064	Cedar City, UT	10 Jan	1	0	0	0	0	0
Boeing piloted by Maury Graham, carrying 640 pounds of mail from Los Angeles to Salt Lake City, made it to Las Vegas in spite of bad weather, continued and crashed 22 miles south of Cedar City while looking for a landing place or a way through. Graham survived the crash, walked six miles, collapsed and died. The plane wasn't found until June 24, Graham's body until July.										
TAT-MDX	5-AT-46	Oceanside, CA	19 Jan	1	1	0	14	0	0	0
Ford known as the "Race Special" departed Agua Caliente for Glendale, Calif., at 5:30 p.m. About the halfway point, engine trouble and a squall were encountered and pilot, Basil Russell, turned, either for the beach or to head back, but the left wing hooked the ground and the plane crashed at 7:15 p.m.										
Univ	A6000A	963	Kansas City, KS	27 Jan	1	0	0	4	0	0
Universal Airlines System Travel Air left Wichita at 3:30 p.m. with pilot Dyke Lauder- man, stopped at Topeka to disembark one passenger, went on to Kansas City, circled Fairfax Airport at 500 feet, descended sharply then dived into a field just south of the airport at 5:28 p.m. and burst into flames.										
CAT	PA-6	41	Hartford, CN	3 Feb	1	0	0	0	0	0
Carey E. Pridham, flying 32 pounds of mail from Newark to Hartford, buzzed Brainard Field on arrival, hit the observation platform atop the fieldhouse, tearing off the left wing, and crashed upside down into the Connecticut River. See Vol 31, No 2, p 111.										
WAE	F-10A	1011	Lake Arrowhead, CA	23 Feb	1	1	1	0	0	0
Fokker, on a ferry flight from Albuquerque to Los Angeles, with pilot James E. Doles and two other crew, ran into a severe snowstorm and crashed in the San Bernardino Mountains. The wreckage was not found for 12 days. See Vol 31, No 2, p 111.										
CanCol	71	634	Jersey City, NJ	18 Apr	1	0	0	3	0	0
Fairchild of Canadian Colonial Airways piloted by John L. Salway, 37, with 2,000 flying hours, took off from Albany at 3:25 p.m. and was due at Newark at 4:15. As it approached Newark Airport it was caught in a thick fog which rolled in unexpectedly. The plane circled Jersey City for one hour, narrowly missing the tops of buildings when it emerged from the fog as the pilot groped blindly for a way down. Finally it struck a high-tension wire over the meadows near the Hackensack River, crashed and burst into flames, killing all on board.										
CAT	5-AT-33	Boston Harbor, MA	5 Jun	0	0	0	0	1	8	0
Ford <i>Nacomis</i> took off from Boston for New York, with Owen J. O'Connor, pilot, copilot and 13 passengers. The right engine failed on takeoff and the plane crashed in shallow water off the breakwater. Most aboard escaped through the pilot's roof hatch. One passenger drowned; pilot, copilot and six passengers were slightly injured.										
TAC	PA-6	28	Huron, OH	22 Jul	1	0	0	0	0	0
Flying mail from Cleveland to Bay City, Mich., William F. Martin encountered fog, rain and darkness, and his Pitcairn dove into the ground, after its fuel was dumped, on a farm near Huron at 4:00 a.m. See Vol 31, No 2, p 117.										
AkW	Vega	120	Ketchikan, AK	28 Oct	1	0	0	2	0	0
Alaska-Washington Airways Lockheed, on floats, piloted by Robin Renehan with a mechanic and another passenger aboard, flew from Seattle to Ketchikan to join search for lost airman E.J.E. Burke. After refueling at Butedale, British Columbia, it took off for Ketchikan, some 100 miles distant, and crashed at night in bad weather. Parts of the wreckage were found on an Annette Island beach in January 1931.										
E-R	PA-6	6	Brookston, IN	30 Oct	1	0	0	0	0	0
Embry-Riddle Pitcairn, Clarence O. Mequire, pilot, flying mail from Cincinnati to Chicago, ran into snow and a low ceiling out of Indianapolis, circled NW of Brookston at 5:00 a.m. then crashed.										
PAT	40B-4	1036	Ridge Route, CA	18 Nov	1	0	0	2	0	0
Boeing flown by Flavis A. Donaldson, with a mechanic, girl passenger and 356 pounds of mail aboard, took off from Burbank for Portland at midnight, was trapped by fog and snow near Bakersfield and crashed in the Techachapi Mountains about 2:15 a.m. See Vol 31, No 2, p 120.										

6 Jan: Stearman C3B (235) of WAE, M.W. Bowen, pilot, struck electric light wires while landing in a snowstorm at DuPont, Colo., and crashed.

31 Jan: Pitcairn PA-5 (5) of St. Tammany-Gulf Coast Airways, Charles C. Scott, pilot, suffered engine failure and struck a tree in landing near Jeanerette, La.

3 Feb: Pitcairn PA-6 (23) of Colonial Western Airways, Ernest E. Basham, pilot, landed in trees at night near Silver Creek, N.Y.

18 Feb: Pitcairn PA-6 (15) of TAC, Clifford W. March, 28, pilot, on the Cleveland-to-Bay City air mail route, suffered engine failure in bad weather early in the morning, and March bailed out at 1,000 feet near Flint, Mich. The plane was wrecked but three pouches of mail were saved.

24 Feb: Boeing 95 (1063) of WAE, Fred W. Kelly, pilot, flying night mail from Salt Lake City to Las Vegas in bad weather, clipped a hilltop with a wing and crashed on a mountainside near St. George, Utah. Kelly suffered a broken neck but recovered.

11 Mar: Pitcairn PA-6 (55) of Thompson Aeronautical Corp., A.H. Dewitt, pilot, was caught in a severe snowstorm, and Dewitt was forced to bail out near Mishawaka, Ind.

15 Mar: Pitcairn PA-6s (14), (18), (32), (53) of EAT were destroyed in a hangar fire at Hadley Field, N.J. Pitcairn PA-5 (24) of NAT was destroyed while parked outside by the hangar fire at Hadley Field, N.J.

25 Mar: Pitcairn PA-6 (44) of EAT, Verne E. Treat, pilot, ran into severe weather. When the plane became completely closed in by fog near Hagerstown, Md., Treat bailed out.

26 Apr: Boeing 95 (1068) of NAT, Henry J. Brown, pilot, flying 1,339 pounds of night mail from Cleveland to New York, ran into fog in the early hours. When the engine quit at 1:30 a.m. near Clearfield, Pa., Brown bailed out. The plane was reported destroyed by fire in Post Office records but NAT records show it was sold in May 1936.

9 May: Boeing 40B-4 (1147) of PAT, B.M. Merrill, pilot, collided with a wagon on takeoff from San Jose, Calif., and burned.

13 May: Metal G-2W (8) of United States Airways, Oran Basil Simms, pilot, flying two passengers, suffered engine failure near Denver, Colo. The *Flamingo* made a forced landing but was wrecked when it struck a ditch in the process.

24 May: Boeing 95 (1062) of NAT, Samuel J. Samson, pilot, departed Cleveland in the early hours for New York. The engine died over Bedford, Ohio, and the plane caught fire. Samson threw out part of the mail then bailed out about 3:00 a.m.

29 May: Travel Air 4000 (417) of Gulf Coast Airways was destroyed by fire at Franklin, La.

2 Jun: Stinson SB-1 (2) and Ford 5-AT-3 of Northwest Airways were destroyed in a hangar fire at Chicago.

2 Jun: Loening C-2C (229) of Air Ferries, Ltd., George McCallum, pilot, Fred Hammer, copilot, and six passengers, took off from Oakland for San Francisco, struck the pilot house of a tug boat in the Oakland estuary with one pontoon, scrapped the top of a sand-laden barge and nose-dived into the water. One woman passenger was seriously injured, and other passengers suffered minor lacerations.

22 Jun: Boeing 80A (1083) of BAT crashed at Dix, Neb.

23 Jun: Douglas M-4 (338) of WAE was wrecked and removed from service. It was later rebuilt but did not reenter service.

25 Jun: Fokker F-10As (1008), (1024), (1032), (1046), a Fokker F-10 (1003) and a Fokker *Super Universal* (848) of Universal Aviation Corp. were destroyed in a hangar fire at Chicago. Stinson SM-1 (M221) and SM-1B (M252) of Thompson Aeronautical Corp. were destroyed in Chicago hangar fire.

2 Jul: Douglas M-4 (314) of NAT, Robert P. Hopkins, pilot, with second section of New York-to-Chicago air mail, was flying low near Middleburg, Ind., at 5:00 a.m. when it struck communication wires, crashed and burned. The plane and 850 pounds of mail were destroyed, but Hopkins escaped without injury, and 95 pounds of badly burned mail were salvaged.

3 Aug: Stearman C3B (106) of WAE crashed at Cheyenne.

4 Aug: Lockheed Vega (119) of Alaska-Washington Airways, W.A. Williams, pilot, and five passengers on a charter flight, caught fire in the air and made a forced landing at Kingston, Wash., after which the plane burned out. No one was injured.

22 Aug: Boeing 40B-4 (1159) of VAL, Roy "Abe" Warner, pilot, flying the Salt Lake City-to-Pasco mail route, had the gasoline line break, then caught fire landing at Baker, Ore., and burned out on the ground. See Vol 31, No 2, p 117.

3 Sep: Fokker F-10A (1049) of PAA was destroyed in a hurricane at Santo Domingo, Dominican Republic.

16 Sep: Metal G-2W (10) of Mason & Dixon Air Lines crashed at Boswell, Pa.

21 Sep: Boeing 95 (1058) of NAT, Amberse M. Banks, pilot, flying mail from Cleveland to New York, crashed at 1:00 a.m. on the outskirts of Warren, Ohio, due to engine failure and caught fire. Banks was burned and bruised, and 900 pounds of mail, partly burned, were salvaged.

1 Nov: Stearman C3B (175) of Texas Air Transport was destroyed by fire at San Antonio, Texas.

12 Nov: Pitcairn PA-6 (19) of EAT, Henry T. Merrill, pilot, flying 104 pounds of mail between Atlanta and Newark, ran out of fuel, and Merrill jumped at 3:30 a.m. near Casar, N.C.

22 Nov: Fokker F-10A (1054) of Southern Transcontinental Airways crashed at Dallas, Texas.

22 Dec: Fokker F-10A (1021) of WAE, Howard B. Cox, pilot, George Sherwood, copilot, reached Alhambra, Calif., with 1,445 pounds of Christmas mail and one passenger from Salt Lake City. Overshooting the field in poor visibility, Cox opened up the throttles, but the left engine sputtered before taking hold, then the right engine cut out, and the plane went into a skid. All the pilots could do was straighten it out and cut all engines for a forced landing. The plane slid under a line of wires on the north side of Hellman Avenue, a quarter mile south of the airport, but the landing gear then caught on a heavy lead cable filled with telephone wires on the south side of the street. The cable had a braking effect on the plane, slowing it almost to a stop before it struck the ground in the front yard of a small bungalow at 2:40 a.m. Eleven telephone poles supporting the cable were snapped off as the plane went down. The Fokker burst into flames after hitting the ground, the pilot and copilot escaped safely through the top of their compartment, and the stunned passenger managed to leap out through the cabin door, with burns on his hands and face. A couple in the bungalow was unhurt. About 40 percent of the mail, 575 pounds, was salvaged.

1931

					Fatalities				
					P	CP	Cr	Pa	In
W-W	Vega	106	Marshall, TX	7 Jan	1	0	0	2	0
Lockheed of Wedell-Williams Air Service, with Art Brown, pilot, and two passengers, flying between Fort Worth, Texas, and Shreveport, La., crashed in a wintry storm eight miles west of Marshall, killing all on board.									
VAL	40B-4	1422	Washougal, WA	22 Jan	1	0	0	0	0
Boeing, flying the mail on the Seattle-to-Pasco route, Walter E. Case, pilot, struck a									

cliff at Baldy Mountain at 7:07 a.m. The wreckage was found one week later, and the 250 pounds of water- and oil-soaked mail was recovered.

TWA F-10A 1063 Bazaar, KS 31 Mar 1 1 0 6 0
Fokker trimotor left Kansas City at 9:15 a.m. for Wichita with pilot Robert Fry, copilot Herman J. Mathias and six passengers. It ran into storm and icing conditions about 10:35, turned back, underwent severe stress that caused wing failure, and crashed at 10:45 a.m. See Vol 31, No 3, pp 164-165.

PAT 40C 1044 Burbank, CA 5 May 1 0 0 1 0
Boeing mail plane with Art Starbuck, pilot, and Charles R. Parmalee, flying from San Diego to Burbank, reached the Burbank area, let down in thick fog to land and crashed in the Verdugo Mountains at 11:29 p.m. See Vol 31, No 3, p 167.

NAT 95 1057 Bellefonte, PA 24 May 1 0 0 0 0
Boeing with pilot James D. Cleveland, flying 1,150 pounds of westbound mail from Newark, became coated with ice over Pennsylvania, hit trees atop Nittany Mountain and crashed in flames down the mountainside at 12:53 a.m. See Vol 31, No 3, pp 167-168.

AA PA-6 Centralia, IL 21 Jul 1 0 0 0 0
F. Edward Hamann, operations manager for Universal Division of American Airways, took off at 1:35 a.m. from St. Louis for Evansville, flying mail as a substitute pilot. In a severe rainstorm, at 2:20 a.m., the Pitcairn circled Hoffman near Centralia several times and, with the engine missing, attempted an emergency landing, hit a stump and overturned.

AA 5-AT-29 Cincinnati, OH 9 Aug 1 1 0 4 0
At 8:40 a.m. a Ford of the Embury-Riddle Division of American Airways took off from Lunken Airport, Cincinnati, for Atlanta. One minute later, at 500 feet, the right propeller broke off at the hub, the engine tore loose and the pilot made for a sand bar in the Little Miami River but couldn't retain control. The Ford crashed on the bank of the river and snapped over, crushing the cabin like a shell and killing all aboard.

PAA S-41B 1100 Gloucester, MA 27 Aug 0 0 0 1 0
Twin-engine Sikorsky amphibian flying from Halifax to Boston attempted forced landing in fog, hit the water hard, knocking off both pontoons, and sank 20 minutes later. Pilot W.L. Elmore pulled a life raft from the submerged cabin as the plane went down, and he, the radio operator, steward and eight passengers clung to the half-submerged rubber raft for two hours before being rescued. One passenger, a man of 70, drowned. The aircraft was repaired and returned to service.

PAT 40B-4 1428 Oakland, CA 16 Sep 1 0 0 3 0
Boeing mail plane with three passengers took off from Oakland Airport at 4:00 a.m. for Portland and Seattle. Pilot Ray H. Boudreaux informed the tower he had only a 600-foot ceiling but "All is O.K." Five minutes later the plane dove into the tide flats of San Francisco Bay, exploded and burned. Almost all of the 400 pounds of mail was also destroyed.

NYPW Orion 178 Camden, NJ 5 Nov 1 0 0 4 0
Ludington Line *Orion*, with pilot Floyd Cox and four passengers, took off from Newark at 5:45 p.m. en route to Washington. At 6:20 p.m. the plane, swooping in to land at Central Airport, Camden, crashed from 100 feet on a golf course, exploded and burned.

BAT 40B 897 Salt Lake City, UT 23 Nov 1 0 0 0 0
Flying the route from Oakland, Boeing with pilot Norman W. Potter was on course a few miles from Salt Lake City and fighting a blinding snowstorm when it crashed at 2:45 a.m. at an air speed of 110 mph.

VAL 40B-4 1419 Pasco, WA 26 Nov 1 0 0 0 0
Night mail plane from Portland, E.C. Bigelow, pilot, was lost in fog and trying to find the Pasco landing field when it crashed 1½ miles west of Pasco at 11:12 p.m., killing the pilot.

Bran Vega 49 Kewanee, IL 5 Dec 0 0 0 2 3
Branniff Airways Lockheed, with pilot Jack Ayres and five passengers, flying from Kansas City to Chicago, was caught in a sleet storm and attempted to land for the night on an emergency landing field, because of lowering visibility and ice forming on the wings. As the Vega came in it hit the top of a tree and crashed into a corn crib in a farmyard. The plane was demolished with the passengers trapped for a time in the cabin. Two women passengers were fatally injured, the other three passengers injured.

TWA 4-AT-33 Oklahoma City, OK 22 Dec 0 1 0 0 1
Ford 701, without passengers, had one outboard engine fail to start. The pilot, George C. Price, tried to take off on two engines and the plane crashed on takeoff and was destroyed by fire. Pilot injured, copilot fatally injured.

AA 100A 6604 Springfield, OH 31 Dec 0 0 0 4 1
American Airways *Pilgrim* with pilot Lewis L. Bowen, flying from Cleveland to Louisville, departed Columbus at 6:35. It crashed in a rain-soaked cornfield 12 miles east of Columbus at 7:00 p.m. All four passengers died and Bowen was seriously injured.

1 Jan: Boeing 40B-4 (1150) of PAT, J. Russell Cunningham, pilot, was being ferried from Medford, Ore., to Seattle without mail or passengers. At 5:30 a.m. Cunningham reported by radio he would have to make an immediate landing because of fog and sleet. Plane was cracked up at Crescent Lake, Ore.

26 Jan: Fokker F-10 (1001) of TWA, E.A. Bellande, pilot, had its landing gear axle give way on landing at Glendale, Calif., and ground-looped to a broken stop.

3 Feb: Fairchild FC-2W2 (519) of Pan American-Grace Airways was washed out at Coleta Buena, Chile.

7 Feb: Sikorsky S-38B (414-4) of PAA, Laurens Claude, pilot, and two crew members, was carrying mail for PANAGRA from Talara, Peru, to France Field, Canal Zone. Coming in from Guayaquil, Ecuador, the plane ran out of fuel six miles short of France Field. It crashed in deep jungle near Brazos Brook, and rescuers had to cut their way in to bring out the three survivors.

2 Mar: Boeing 40B (901) of BAT, Grover Tyler, pilot, flying the mail from Seattle to San Diego for PAT, was about 9 miles south of Glide, Ore., when smoke began coming from the mail compartment. As the fire intensified, Tyler headed for a clearing he remembered near Glide and landed in a clump of small trees which

gently removed the wings of the plane and stopped it. Tyler and his two passengers climbed out of the plane at 10:37 p.m., extinguished the fire and saved the 319 pounds of mail, partly burned and water-soaked.

15 Mar: Pitcairn PA-6 (31) of EAT, Verne E. Treat, pilot, flying mail from New York to Washington, ran into a snowstorm over Maryland. When ice formed on the wings and Treat could no longer control the plane, he bailed out safely near Laurel, Md.

1 Apr: Ford 5-AT-56 of PANAGRA, Clifford Travis, pilot, and a party of six Pan Am men on an inspection, landed on a one-way airstrip at Ovalle, Chile, in strong crosswinds. Rather than crash into the surrounding cliffs, Travis elected to dig a wing into the ground and ground-looped the plane. All cleared the plane safely, but it was wrecked with all three engines torn off and the fuselage crumpled.

29 Apr: Ford 5-AT-81 of NAT, Sam Taylor, pilot, with two crewmen and seven passengers, was flying from Chicago to Cleveland. It suffered failure of the right engine, then the nose engine quit. The plane scraped a tree, the roof of a barn and landed in a farmyard at Elyria, Ohio, with its landing gear and nose engine torn away. The three crew members sustained injuries but the passengers were unhurt.

18 Jul: Stearman C3MB (242) registered to Southern Transcontinental Airways crashed and was washed out at Fredricksburg, Texas.

12 Aug: Sikorsky S-38A (14A) of PAA, J.H. Tilton, pilot, on return from a sight-seeing charter trip, hit an underwater obstacle on landing at Ponce Harbor, San Juan, Puerto Rico. Plane stayed afloat until all on board were taken off, then, while being towed, sank when the tow rope broke. It was recovered and scrapped on October 7, 1931.

14 Aug: Ford 5-AT-21 of TWA, Ralph W. Ritchie, pilot, landed too short at Harrisburg, Pa., hitting an embankment outside the landing area.

19 Aug: Ford 5-AT-24 of TWA, A.D. Smith, pilot, came in to land at Pittsburgh but overshot the approach. Because of a storm coming over the field, Smith did not attempt to go around again but thought it necessary to ground-loop at the end of the runway. The field was wet and extremely slippery. The wheels skidded when the brakes were applied, and the plane scarcely slowed down and slid off the end of the field. Pilot, copilot and three passengers were injured. The plane was washed out except for the wing and some accessories.

27 Oct: Ford 5-AT-87 of NAT, Ralph Reed, pilot, crashed at Ashley, Ind.

28 Nov: New Standard D-27 (117) of PAL, Melvin C. Garlow, pilot, flying 50 pounds of mail from Pittsburgh to Cleveland, was caught in thick smog and fog over Pittsburgh. The engine quit and Garlow headed north to get away from the city and bailed out at 500 feet. The plane hit the front of the Exposition Building about 100 feet from the ground and slithered down to the sidewalk, tearing away the front of the building down from where it hit. Garlow's chute caught on the corner of the building, and he unbuckled and dropped to the ground, collected the mail and headed back for Bettis Field to put the mail on a relief plane to Cleveland.

24 Dec: Curtiss Carrier Pigeon II (G-3) of NAT, James O. Johnson, pilot, flying 1,339 pounds of Christmas mail from Cleveland to Newark at 125 mph, was over Allport, Pa., at 5:30 a.m. when the left wing broke free, flapped once and stove in the side of the fuselage. The instrument panel was torn loose and hit Johnson on the head, knocking him out. The plane dove down two miles before Johnson revived, just in time to bail out at 500 feet. He landed 300 yards from where the plane hit. Later, a Boeing picked up the mail and brought it into Newark at 1:30 a.m. Christmas Day.

night mail for Cleveland and reached Bellefonte shortly after midnight. Malick took off into thickening weather and at 2:30 a.m. was over the airport at Parkman, Ohio. He then ran into an early morning storm, blinding fog, rain and snow. Flying at 100 feet to get under the weather, he crashed in a farm field near Bedford but cut the ignition before impact, preventing a fire. He was killed but the mail was saved.

TAC C3MB 162 Fort Wayne, IN 21 Apr 1 0 0 0 0

Pilot George W. Hill was flying Transamerican Airlines flight 4a, mail from Chicago to Fort Wayne. When he arrived at his destination at 10:40 a.m., the engine stalled and he crashed to his death. Eight pounds of mail were all saved.

PAT 40C 1042 Burbank, CA 16 May 1 0 0 2 0

Boeing mail plane with pilot Harry Crandall, flying from San Diego to Seattle, reached Burbank shortly before midnight. Guided down through a fog layer by radio, the plane came clear at 200 feet, circled the field, made a tight turn from 100 feet to come in for a landing, slipped off and crashed and burned. Its two passengers were veteran Pacific Air Transport pilot John Johnston and radio operator Harry Christenson.

VAL 40B-4 1155 Portland, OR 30 May 0 0 0 1 1

Varney Boeing, flying mail and one passenger from Salt Lake City to Seattle, reached Portland about 8:00 a.m. Its engine exploded and fell off, and the plane crashed in the Willamette River near Portland. Pilot Richard F. Gleason suffered severe head and back injuries. He was rescued by a harbor patrol boat. Passenger Mrs. W.W. Smith, 27, died in the wreck.

PGA 5-AT-62 Andes, Argentina 16 Jul 1 1 1 6 0

Panagra Ford airliner was lost in a severe snowstorm while crossing the Andes Mountains from Santiago, Chile, to Buenos Aires. It was found 20 months later, March 1934, in a high Andean valley near Mt. El Plomo. The aircraft had not burned but all nine aboard had been killed.

AA F-10A 1009 Guadalupe Mts., TX 8 Sep 1 1 0 1 1

Fokker, with pilot W.J. (Bryant) Robbins, copilot and two passengers, departed El Paso at 9:00 a.m. for Dallas. While flying over the Guadalupe mountain chain in fog, 75 miles east of El Paso, it hit the side of a mountain 150 feet below the crest. One passenger survived with slight injuries.

TWA 5-AT Pittsburgh, PA 12 Oct 0 0 0 1 0

Passenger alighting from the Ford at Pittsburgh walked into a propeller and was killed.

Hunter S6000B Marianna, AR 25 Nov 1 0 0 1 0

Hunter Airways Travel Air, flying out of Little Rock with pilot Kenneth E. Yoder, crashed at night in the St. Francis River Bottoms, 12 miles northeast of Marianna. The lone passenger was a woman who had obtained a divorce decree in Little Rock that afternoon.

TWA 5-AT-37 Amarillo, TX 14 Dec 1 1 0 0 0

Ford 610 crashed at Amarillo, apparently trying to land. Cause of the accident was lack of visibility due to snow in the air and on the ground so that the pilot, Ralph Montee, had no natural horizon to refer to. He and copilot John E. Bowen were fatally injured. There were no passengers.

BAT 40B 892 Rocky Ridge, CA 17 Dec 1 0 0 0 0

Claire Kinsey Vance, 35, with 7,800 hours, left Oakland at 11:45 p.m. in a Boeing with air mail for the east. Four miles west of Danville, flying blind in a dense pall of fog 10 minutes later, the plane crashed and burned only 10 feet below the crest of Rocky Ridge and free air to Sacramento.

14 Jan: Northrop Alpha (6) of TWA, Ted Hereford, pilot, suffered radio failure due to weather conditions and, with the then-limited gasoline supply of the Northrop, the pilot bailed out at Mobeetie, Texas, east of Amarillo.

5 Feb: Lockheed Orions (175) of Continental Airways were destroyed in a hangar fire at Chicago.

8 Feb: Fokker F-10A (1051) of Transamerican Airlines Corporation crashed at Detroit, Mich.

2 Jun: Boeing 40B-4 (1429) of PAT, E.L. Remelin, pilot, was carrying mail from San Diego to Seattle when it caught fire at 2,000 feet, three miles south of Fresno, Calif. Remelin made an emergency landing in a pasture at 1:57 a.m. The aircraft and virtually all of the 381 pounds of mail were destroyed by fire.

14 Jun: Sikorsky S-38B (314-2) of PAA, reported as operated by their affiliate New York Airways between New York and Atlantic City from May 1931, crashed and was destroyed.

3 Jul: Northrop Alpha (16) of TWA, Harry E. Campbell, pilot, was 10 miles east of St. Louis when a propeller blade suddenly sheared off. That caused a severe vibration of the engine which tore it loose. With the plane uncontrollable, Campbell bailed out.

29 Aug: Loening C-2C (226) of Kohler Aviation Corp., Jim Benedict, pilot, tried to take off from Milwaukee Harbor with a trailing wind about 7:25 a.m. After a long run the plane hit a swell outside the harbor, porpoised four times and hit so hard the last time that the engine broke off and smacked into the hull. The pilot was rescued by the Coast Guard, but the plane had to be scrapped.

25 Sep: Sikorsky S-38B (214-9) of PAA was stolen from a lake near Rio de Janeiro, Brazil, by three men who took a Pan Am watchman as hostage. Shortly after takeoff the plane went out of control and crashed, killing all four men on board.

27 Sep: Boeing 95 (1056) of NAT, Paul Reeder, pilot, flying from New York to Chicago, crashed in the Snowshoe Mountains of Pennsylvania. Several hundred letters on their way from Albany to Governor Roosevelt at Sioux City were burned.

2 Oct: Ford 5-AT-23 of PAA was flying between Managua, Nicaragua, and San Lorenzo, Honduras, when it was turned back by bad weather and made a crash landing in a jungle swamp at El Accituno, Honduras. Passengers and crew were uninjured but the aircraft was a wreck.

21 Oct: Unidentified aircraft of PAL, Murl Estes, pilot, flying 60 pounds of mail from Washington to Cleveland, caught fire over the Allegheny Mountains at 12:15 p.m., and Estes bailed out safely near Somerset, Pa.

9 Dec: Fokker F-10A (1028) of WAE crashed and was washed out at Lynndyl, Utah.

13 Dec: Boeing 40B-4 (1168) of UAL, Elrey B. Jeppesen, pilot, was flying the mail from Chicago to Omaha when ice in the carburetor forced it down. Jeppesen landed

1932

					Fatalities				
					P	CP	Cr	Pa	In
NW	SM-2A	1088	Calvin Park, IL	21 Jan	1	0	0	0	0
Stinson with pilot Charles W. Rousch, flying mail to Chicago, was caught in heavy fog and darkness out of Rockford, and Rousch tried to bail out at 5:50 p.m. His chute unfurled accidentally, fouled on the tail assembly and he went down with the plane which crashed and burned.									
C-P	6000B	5034	Lebec, CA	29 Jan	1	0	0	7	0
Stinson of Century Pacific Lines, with pilot James V. Sandbloom and seven passengers, flying from Bakersfield to Los Angeles in stormy weather, touched down unexpectedly and crashed into the wall of a canyon 4 miles NW of Lebec. See Vol 31, No 3, p 172.									
BAT	40B	902	Rio Vista, CA	2 Feb	1	0	0	0	0
Boeing, flying 200 pounds of mail from Oakland to Salt Lake City in bad weather, crashed and burned near Rio Vista. Pilot John W. Sharpnack was found dead beside the burned wreckage.									
TAC	C3MB	161	Marcellus, MI	2 Feb	1	0	0	0	0
Stearman mail plane of Transamerican Airlines, flying from Kalamazoo to Chicago, crashed in snow near Marcellus about midnight. The pilot, Francis H. Rust, was found 17 hours later. He died two days later. See Vol 31, No 3, p 172.									
BAT	40B	884	Knight, WY	7 Feb	1	0	0	0	0
Boeing mail plane left Salt Lake City at 4:30 a.m. for Chicago, and an hour later it crashed six miles east of Knight, killing pilot Paul "Red" Andreot, 30.									
Cty	6000B	5016	E. St. Louis, IL	8 Mar	0	0	0	2	3
Stinson of Century Air Lines in which five new pilots were practicing night landings, struck a windmill at the edge of Curtiss Steinberg Field at 1:50 a.m. and crashed. See Vol 31, No 3, p 172.									
AA	F-10A	1027	Calimesa, CA	19 Mar	1	1	0	5	0
Fokker, flying from Phoenix to Burbank with pilot Harold J. Kelsey, copilot and five passengers, was forced low by fog, hit a high-tension power line, circled for a landing and crashed into an apple orchard. See Vol 31, No 3, pp 172-173.									
TWA	Alpha 9		Steubenville, OH	21 Mar	1	0	0	1	0
Night mail plane left Columbus, Ohio, at 1:00 a.m. for Newark with pilot Hal George and passenger Dr. Carol S. Cole and crashed in the Ohio River while fighting a sleet storm and fog about 1:30 a.m. See Vol 31, No 3, p 173.									
NAT	95	1054	Bedford, OH	31 Mar	1	0	0	0	0
Boeing and pilot Forrest E. Malick left Newark at 10:15 p.m. with 581 pounds of									

8 miles east of Council Bluffs, Iowa, and was slightly injured when the plane turned over. The plane caught fire, and both it and most of the mail were destroyed by the fire.

1933

					Fatalities				
					P	CP	Cr	Pa	In
EAT	Condor	G-1	Newark, NJ	15 Jan	1	0	1	0	0
About 7:00 a.m. Albert C. Komdat, veteran pilot, and George Weidel, mechanic, took the plane with a newly installed right engine up for a test flight. After 22 minutes Komdat started to glide in for a landing from the northwest. At 150 feet altitude the plane slipped suddenly into a steep left bank. The left tip of the 90-foot biplane wings struck with terrific force, the aircraft cartwheeled onto its nose and right wing, the left engine ripped loose and crashed through the cockpit, and the plane spun to rest, broken apart, and burned.									
AA	4CM1	4039	Boerne, TX	20 Jan	1	0	0	0	0
Stearman with Ray E. Fuller, flying the Dallas-to-Brownsville route, struck a hillside at 2:00 a.m. while flying through Saddle Gap in bad weather. All 41 pounds of mail were saved.									
AA	4CM1	4038	Marietta, GA	20 Jan	1	0	0	0	0
Glenn T. Fields, flying mail on the Chicago-to-Atlanta run, the old Interstate Airlines route, lost control of his plane in fog and crashed to his death at 4:05 a.m. Fifty-one pounds of mail, some charred, were salvaged.									
UAL/PAT	5-AT-98	Eugene, OR	24 Jan	1	1	0	0	0	1
Southbound United Air Lines flight from Seattle was canceled at Eugene due to bad weather. The Dawson then took off with its crew of three to return to Portland, but tipped an obstruction, hit a power pole and crashed into an empty building, breaking apart. Pilot Harold Adams and the copilot died in the crash, but the stewardess, Cornelia Pederman, escaped with a fractured ankle. See Vol 31, No 3, p 176.									
EAT	PA-6	Richmond, VA	18 Feb	0	0	0	0	0	*
Pitcairn of Eastern Air Transport on taking off from Richmond clipped a truck just after it left the ground. *One Third Party was killed and three injured on the truck. See Vol 31, No 3, p 176.									
Varney	Orion 184	Hayward, CA	25 Mar	1	0	0	0	2	*
Lockheed East Wind, flying from Los Angeles to San Francisco at night with pilot Noel B. Evans and two passengers, was caught in a rainstorm, hurtled out of the clouds, carried away the tops of two houses and crashed into another. All aboard were killed. *Eleven people on the ground, Third Parties, were also killed.									
EAT	PA-6	Upper Zion, VA	4 Jun	1	0	0	0	0	0
Mail plane with W.L. "Larry" Jamieson, pilot with EAT since 1930, suffered engine failure and crashed into a 75-foot ravine in a heavily wooded section near Bowling Green, Va., at 3:15 a.m. Most of the 164 pounds of mail was destroyed by the resulting fire.									
C&P	Vega 28	Dos Palos, CA	11 Jul	1	0	0	0	0	0
Lockheed of Cardiff & Peacock Air Lines with pilot Donald L. MacIntyre, 27, flying at night, dove into a swamp near Dos Palos, 60 miles northwest of Fresno.									
TWA	Orion 192	Kansas City, MO	28 Jul	1	0	0	0	0	0
Lockheed on the transcontinental air mail run, piloted by Earl J. Noe, suffered engine failure on takeoff and crashed in the Missouri River, fatally injuring its pilot. The 124 pounds of mail were all salvaged.									
TWA	5-AT-5	Quay, NM	29 Aug	1	1	0	3	0	0
Ford 607 with pilot Howard R. Morgan, copilot and three passengers left Amarillo at 11:35 p.m. About an hour later, flying blind in fog and storm, it crashed into a mountain some 15 miles south of Tucumcari.									
UAL/NAT	95	1061	Jackson, MI	16 Sep	1	0	0	0	0
Boeing flying the mail from Chicago to Newark, piloted by Harold L. Neff, was caught in a storm and crashed in a swamp 40 miles north of its course. After a three-day search Neff was found beside the wrecked plane, nearly unconscious and suffering from a broken leg and arm, exposure and hunger. He subsequently died.									
UAL/NAT	247	1685	Chesterton, IN	10 Oct	1	1	1	4	0
Boeing on transcontinental route with pilot Harold R. Tarrant, copilot, stewardess Alice Scribner and four passengers was approaching Chicago when it suffered a cargo explosion about 8:15 p.m. and spun down blazing to crash five miles south-east of Chesterton. See Vol 31, No 3, p 180.									
W-C	Dolphin	1002	Catalina Island	2 Nov	0	1	0	1	1
Douglas amphibian of Wilmington-Catalina Airline, flying from Catalina to Wilmington with pilot Walter Seiler, copilot and one passenger, was on its takeoff run and just about to rise into the air half a mile off Avalon when it turned turtle. Only the pilot, seriously injured, survived the crash.									
UAL/PAT	247	1727	Portland, OR	9 Nov	1	0	0	3	6
Boeing left Portland at night in heavy fog with pilot Al Davis, copilot, stewardess and seven passengers. Five minutes later, circling in dense fog, the right wing hit a tree and the plane crashed, broke in two and burst into flames. The pilot and three passengers died, while all others escaped with varying injuries. See Vol 31, No 3, p 180.									
UAL/NAT	247	1705	Ottawa, IL	24 Nov	1	1	1	0	0
Boeing, being ferried without passengers or mail by Robert W. Radell, pilot, Boyd Grover, copilot, and Hazel Goodman, stewardess, took off from Chicago at 9:54 a.m. for Kansas City. At 10:30, barely clearing trees under a low ceiling, the plane pulled up suddenly then slid off on one side and crashed into a hayfield, bursting into flames. See Vol 31, No 3, p 181.									
10 Jan: Northrop Alpha (12) of TWA, Harry G. Zimmerman, pilot, crashed and was destroyed during takeoff at Pittsburgh, Pa., at 4:05 a.m., due to the mechanical failure of coil.									
10 Feb: Ford 5-AT-25 of TWA, E.A. Bellande, pilot, caught fire in the air on the Glendale-San Francisco route and was skillfully landed at Bakersfield by Bellande									

and copilot Berkenkamp. The fire was presumably caused from heat around the register openings in the floor coming in contact with the plywood floor of the cabin. One passenger was slightly injured, and the aircraft was totally destroyed.

25 Feb: Boeing 95 (1069) of NAT, Nicholas A. Laurenzana, pilot, flying mail from Newark to Chicago, hit a boundary fence in taking off from the muddy field at Toledo, Ohio, at 3:45 a.m. The plane and most of 500 pounds of mail were destroyed by fire.

26 Feb: Northrop Alpha (10) of TWA, W.W. Seyerle, pilot, flying mail from New York to Columbus, ran into severe icing conditions, gale force west winds and restricted visibility over Pennsylvania then suffered radio failure. Fatigued due to excessive flying hours, the pilot bailed out at 6:05, after cutting the ignition, and landed without injury in a tree near Cross Forks, Pa.

Feb: Boeing 40B (890) of BAT crashed at Basin Ridge, Wyo.

11 Mar: Fairchild FC-2W2 (527) of Panagra was washed out at Mendoza, Argentina.

16 Mar: Pilgrim 100A (6612) of AA, Lewis S. Turner, pilot, flying the Atlanta-to-Los Angeles mail run, caught fire on takeoff from Fort Worth, Texas, at 7:00 p.m. and was destroyed.

22 Mar: Pitcairn PA-6 (24) of AA, Ernest E. Basham, pilot, was lost when the pilot bailed out from Conneaut, Ohio.

7 Apr: Boeing 40B-4 (1432) of NAT, Cunningham, pilot, crashed at Liberty, Mo.

22 Apr: Lockheed Vega (26) of Braniff Airways was destroyed.

12 May: Boeing 247 (1701) of UAL/NAT crashed into the side of a mountain in fog near Provo, Utah, on its delivery flight. The wings were badly damaged but the fuselage remained intact. The pilot and copilot were injured.

22 May: Metal G-2W (12) of United States Airways crashed at Goodland, Kan.

2 Jun: Lockheed Orion (168) of Bowen Air Lines, R. Stein Lee, pilot, cracked up at Tulsa, Okla. Pilot and two passengers were injured, one passenger was uninjured.

28 Jun: Metal G-2W (13) of United States Airways, Gordon Darnell, pilot, was flying passengers from Kansas City to Denver when it caught fire in the air near Goodland, Kan. Darnell sideslipped to a landing, climbed out and rode the wing struts until the plane stopped, dropped to the ground and got the passengers out safely before the plane burned out. See Vol 31, No 3, p 179.

2 Jul: Boeing 80A (1085) of BAT was destroyed on the ground by wind at Chicago Municipal Airport.

21 Sep: Condor T-32 (34) of EAT, Glen J. MacDonald, pilot, Benson Hay, copilot, and 15 passengers, took off from Newark, N.J., for Washington into a brisk westerly wind with locked ailerons. At 50 feet the right wing dropped, the plane swung right and started down as the switches were cut. It crashed on soft turf, skidding to a stop with its nose and wings crumpled. Pilot and copilot were thrown through the windshield and seriously injured. All passengers emerged safe except for some bruises. There was no fire.

12 Oct: Unidentified aircraft of Johnson Airways, George L. Canaday, pilot, flying the mail route from Pilotown to New Orleans, crashed near Belle Chaise, La., at 6:30 a.m.

12 Nov: Northrop Delta (3) of TWA, Harlan Hull, pilot, caught fire in the air and had to be abandoned by its pilot. He suffered only minor burns and scratches.

21 Nov: Lockheed Orion (200) of American Airways, J.G. Ingram, pilot, flying 195 pounds of westbound mail toward Los Angeles, had a midair fire west of El Paso, Texas, and the pilot bailed out, incurring burns and injuries in the process.

2 Dec: Fokker Super Universal (863) of WAE was damaged beyond repair landing in a snowdrift at Colorado Springs, Colo.

11 Dec: Northrop Alpha 4A (2) of TWA, Dean Burford, pilot, flying the transcontinental mail, left Pittsburgh at 1:35 a.m. for New York and ran into a heavy storm and icing over the Alleghenies. Burford bailed out near Portage. All 600 pounds of mail were recovered, including \$73,000 in diamonds.

11 Dec: Northrop Alpha (7) of TWA, Henry G. Andrews, pilot, encountered severe icing conditions in the same storm as it flew westbound. Andrews bailed out at 3:00 a.m. near Roaring Springs, Pa. All mail, 11 pounds, was recovered.

31 Dec: Fokker Super Universal (830) of WAE was destroyed by high winds at Las Vegas, Nev.

1934

					Fatalities				
					P	CP	Cr	Pa	In
AA	100A	6611	Bryantsville, KY	12 Feb	1	0	0	0	2
Pilgrim flying from Cincinnati to Louisville with mail and three passengers encountered haze. Pilot Joseph J. Waldron, who frequently flew the route, lost his way in the haze and landed at Bryantsville to get his bearings. When he attempted to take off again the plane struck a tree and crashed. Two of the passengers sustained some injuries, but Waldron was seriously hurt and died eight days later.									
UAL/BAT	247	1739	Salt Lake City, UT	23 Feb	1	1	1	5	0
Boeing took off from Salt Lake City for Cheyenne at 2:00 p.m. with pilot Lloyd A. Anderson, copilot, stewardess and five passengers. It encountered fog in the mountains and at 2:15 crashed into the side of a mountain at about 8,000 feet near the summit of the Wasatch Mountain Range.									
AA	100A	6606	Petersburg, IL	6 Mar	1	0	0	3	0
Pilgrim departed St. Louis for Chicago at 5:42 p.m. with pilot Walter A. Hallgren. He ran into heavy weather 110 miles out, and ice formed on the tail and wings of the plane. It flew over Petersburg (50 miles later) several times and then the "motor stopped" and the plane crashed to the ground killing all aboard.									
PGA	5-AT-55	Lima, Peru	22 Mar	1	0	1	1	1	12
Right after takeoff from Lima for Santiago, Chile, with pilot Homer V. Farris, Panagra Ford's left engine stopped at 150 feet and the center engine began to miss. The plane crashed killing pilot, radio operator and one passenger. Two passengers were seriously injured, nine passengers and the steward received minor injuries.									

AA Condor 22 Debruce, NY 9 Jun 1 1 1 4 0
Flying from Newark to Chicago with pilot Clyde M. Holbrook, copilot, stewardess and four passengers, plane in clouds and fog flew into maple and oak trees 220 feet from the summit of 2,800-foot-high Mongaup Mountain, a peak in the western Catskills, at 6:05 p.m. It cut an 800-foot swath through the treetops for 50 yards then crashed among the trees and burst into flames.

PGA 5-AT-59 Junin, Argentina 11 Jun 1 1 1 3 4
Panagra Ford with Carl F. Lindenberg as pilot flew into heavy rain and made a forced landing in Mar Chiquita, a shallow lake near Junin. The only survivors, three passengers and a steward, all injured, sat on the wing for four hours before being rescued.

Rap 6000 5004 Oregon, MO 31 Aug 1 0 0 4 0
Rapid Air Transport *Stinson* trimotor flying from Kansas City to Omaha with pilot Cleo M. Bontrager left St. Joseph, Mo., at 10:27 p.m., battled a heavy rainstorm, hit a group of trees while attempting to turn, and crashed on a road near Oregon, Mo., striking a road embankment and bursting into flames.

Cent Vega 132 Everett, PA 12 Sep 1 0 0 0 0
Central Airlines Lockheed on charter flight from Pittsburgh, carrying a cargo of 395 pounds of tear gas shells bound for Providence, R.I., scene of textile strike disorders, ran into trouble, and pilot Theodore Taney, Central Airlines operations manager, bailed out. His chute failed to open and he was killed. The plane crashed in a wooded area 11 miles east of Everett.

AkSo Vega 94 Pinta Bay, AK 10 Oct 0 0 0 1 3
Lockheed of Alaska Southern Airways with Eugene A. Moyring, pilot, mechanic, two passengers and mail, flying between Juneau and Chichagof Island, arrived over Pinta Bay, Chichagof Island, about 11:55 a.m. It made a wide descending turn preparatory to landing, then from 300 feet suddenly nosed down with power on and crashed in tall trees in a wooded section just inshore from Pinta Bay. The plane was demolished, one passenger killed and the other three men aboard seriously injured.

Rap 6000B 5031 Amazonia, MO 15 Nov 1 0 0 1 0
Stinson trimotor took off from Omaha at 10:30 p.m. for Kansas City, piloted by Benjamin F. Billings who had instructions not to stop at St. Joseph, Mo. The plane flew in a sky clear but for broken clouds and was next seen turning to and fro on the approach side of St. Joseph. The area was fog bound and hilly, and the plane was still turning when it hit the top of a hill at 11:42 p.m., bounced twice and crashed into the side of a road cut at the top of the hill and burst into flames.

Bran Vega 123 Columbia, MO 8 Dec 1 0 0 0 0
Braniff Lockheed with pilot Lewis L. Bowen, flying 120 pounds of mail from Dallas to Chicago, encountered unexpected icing conditions, dived and crashed into the ground at 5:30 a.m.

AA Orion 198 Sunbright, TN 22 Dec 1 0 0 0 0
Lockheed flying mail from Cleveland to Nashville with Russell S. Riggs, pilot, was last heard from 25 miles out of Louisville at 2:52 a.m., flying at 6,000 feet. The plane continued without radio above the clouds. Its wreckage was found next day 50 feet below the top of Big Pilot Mountain, 110 miles east of Nashville. It had strayed 34 degrees off course and was apparently letting down when it hit at about 3:45 a.m.

31 Jan: Lockheed DL-1B (135) of TWA, Brill, pilot, ran into severe icing conditions and crash-landed at St. James, Mo. There were no injuries, but one passenger was slightly bruised. With landing gear washed out and the fuselage wrinkled, the aircraft was not rebuilt.

1 Jun: Lockheed Vega (138) of Central Airlines, Trow Sebree, pilot, and two passengers, side-slipped onto runway landing at Pittsburgh. Pilot received facial cuts only.

7 Jun: Boeing 247 (1683) of UAL, Ben Redfield, pilot, Dwight Hansen, copilot, Marian Bennett, stewardess, and six passengers, took off from Felts Field, Spokane, Wash. It battled fog and foul weather over the Cascade Mountains on its way to Seattle and crashed in sparsely settled country 10 miles from Selleck, Wash., as night began. The copilot, despite severe injuries, wrenched the compass from the instrument panel and started for help. Miss Daisy A. Mooney, a school-teacher passenger, started with him but couldn't keep up. With a strip torn from her dress, Hansen marked the trail as he stumbled through timbers and reached Selleck, on a lumber railroad, where he phoned for help. The pilot, with a broken arm, and the stewardess cared for the passengers in a lean-to shelter erected against the heavy rain that fell throughout the night. All seven were rescued next morning, by which time Miss Mooney had also been rescued.

7 Aug: Lockheed 10A (1002) of Northwest Airlines crashed on takeoff at Milwaukee, Wis., three days after it was delivered.

22 Sep: Northrop Alpha (11) of TWA, R.S. LeRoy, pilot, force-landed and was washed out two miles SW of St. Clairsville, Ohio, after the pilot became lost in weather and ran short of gas.

15 Nov: Lockheed Orion (197) of AA crashed.

15 Nov: Northrop Alpha (4) of TWA, George Rice, pilot, was washed out in an emergency landing in bad weather near Newhall, Calif., at 8:45 p.m. with 541 pounds of westbound transcontinental mail. Rice was injured but all mail was saved.

28 Nov: Unidentified aircraft of EAL, Robert Chew, pilot, flying the Chicago-to-Jacksonville mail, ran out of fuel, crashed in landing near Scottsboro, Ala., at 4:45 a.m. and caught fire.

19 Dec: Condor AT-32B (47) of AA, John J. Deater, pilot, was destroyed by fire on the ground at 3:25 a.m. after landing at Buffalo, N.Y. Some 225 pounds of burned mail were salvaged.

28 Dec: Condor T-32 (23) of AA, Ernest Dryer, pilot, brother Paul Dryer, copilot, left Boston in the afternoon and reached Syracuse where its run to Cleveland was canceled because of a snowstorm. It took off at 7:29 p.m. to return to Albany with two passengers and mail. An hour later the plane was 140 miles west of Albany and soon afterward was forced down in a snowstorm near Morehouseville, N.Y. All four on board were subsequently rescued, suffering severe injuries from frostbite.



1935

					Fatalities				
					P	CP	Cr	Pa	In
TWA Fleetster 5 Pittsburgh, PA 26 Jan 1 0 0 0 0	Floyd F. Church, flying mail westbound from Newark, landed at Allegheny Airport at 2:05 a.m. His plane was serviced and the mechanic called his attention to a coating of ice on the wing and landing gear. He elected to continue the flight, took off about 2:18 after a long roll and almost immediately began a flat turn as if to return to the airport. The plane stalled from the quarter inch of ice on its wings, spiraled to the ground, crashed and burned.								
VAT Vega 73 Walsenburg, CO 1 May 1 0 0 0 0	Lockheed, John J. Montijo, pilot, flying 30 pounds of mail from Pueblo to El Paso, crashed about 10:45 a.m. in attempting to drop a letter to schoolchildren at Rattlesnake Butte on the first southbound trip of a revised schedule for Varney Air Transport.								
TWA DC-2 1295 Macon, MO 6 May 1 1 0 3 8	Flying eastbound from Los Angeles, very low on fuel in bad weather and desperately groping for a landing, Douglas piloted by Harvey F. Bolton crashed at the edge of a farm at Barnesville, between Macon and Kirksville, at 3:30 a.m. Bolton, the copilot and three passengers died, and eight passengers were injured. See Vol 31, No 4, pp 299-301.								
WyAS 221A 1153 Glendo, WY 27 May 1 0 0 0 0	Newly received Boeing of Wyoming Air Service with 201 pounds of mail, flying from Billings, Mont., to Cheyenne with Alva Lucas as its pilot, crashed at 4:05 p.m. while flying low in stormy weather about 15 miles south of Glendo.								
C&S 6000B 5050 Nilwood, IL 28 May 1 0 0 1 0	<i>Stinson</i> trimotor of Chicago & Southern Air Lines left Chicago at 10:00 p.m. for New Orleans. A quarter of the way to Springfield, flying at treetop level, pilot John B. Lynn turned to avoid a heavily wooded area, hit a wingtip and crashed at 10:26 p.m.								
DAL A 9103 Gilmer, TX 14 Aug 1 1 0 2 0	Delta Air Lines <i>Stinson</i> with pilot Andrew W. Dixon, copilot, two passengers and mail, flying from Dallas to Atlanta, had its left propeller break and the left engine tear loose from its mounting. The plane maneuvered for an emergency landing in a nearby cotton field but crashed, at 11:45 p.m., and burned fiercely.								
WAE 247D 1695 Burbank, CA 1 Sep 1 1 1 0 0	Boeing had arrived from San Diego on its scheduled run to Salt Lake City and took off from Union Air Terminal, with pilot George C. Sherwood, copilot, stewardess and 118 pounds of mail, to pick up two passengers at Saugus, where they had been sent earlier in the evening due to fog. Right after takeoff at 11:05 p.m., the plane apparently climbed too steeply in attempting to get through the fog. It stalled at about 1,000 feet, dove down out of the overcast, pulled back up, came out again, pulled up again and once more came out, its engines going silent. Moments later it struck the ground, hit a high-tension line and crashed in flames against a dairy barn half a mile southeast of the airport.								
UAL 247D 1698 Cheyenne, WY 7 Oct 1 1 1 9 0	Pilot Haldon A. Collison began his approach to Cheyenne at 2:17 a.m. on the transcontinental route, letting down over the mountains in perfect weather. One minute later the plane hit the top of a high knoll, rebounded and crashed against the crest of a mountain, killing all on board. See Vol 31, No 4, p 305.								
UAL 247D 1704 Cheyenne, WY 30 Oct 1 1 0 2 0	Boeing on a night test flight in light snow with pilot M.T. Arnold, chief test pilot of UAL, copilot Hanley G. "Abe" Cohn, veteran pilot of Wyoming Air Service, and two instrument men made a turn, nosed down and crashed into a little knoll six miles south of Cheyenne in a 70-degree dive.								
Bran Vega 191 Fort Worth, TX 9 Nov 1 0 0 0 0	Aircraft was being ferried, without passengers or mail, by William C. Maus from Dallas to Waco via Fort Worth. It left Dallas at 4:10 a.m., and by the time it reached Fort Worth the ceiling had dropped to 75 feet. Maus circled the city twice, trying to get under the ceiling, then broke out of the mist nose-down at 4:45. He accelerated the engine for a pullout and had the nose coming up when he crashed in a street in suburban Riverside.								
PGA 5-AT-100 Lima, Peru 25 Dec 1 0 1 0 *	Panagra Ford <i>San Felipe</i> flown by veteran pilot Harold MacMickle, with an engineer aboard, crashed half a mile from Limatambo airport in fog on a test flight, wrecking two houses and killing two Third Parties*, a woman and a boy in one of the houses.								
10 Jan: Lockheed Orion (199) of AA, John W. Johannpeter, pilot, was wrecked at Pittsburgh Landing, Tenn., when Johannpeter bailed out.									
21 Jan: Northrop Gamma (8) of TWA, Jack Frye, pilot, was washed out when it suffered engine failure and had to make a forced landing near Deep Lake, Ariz., 15 miles west of Zuni.									
23 Jan: Condor T-32 (37) of Eastern Air Lines crashed at Atlanta, Ga., and was written off.									
31 Jan: Northrop Alpha (17) of TWA, Ernest Smith, pilot, suffered partial engine failure on approach to its destination, Grand Central Air Terminal, Glendale, Calif. Smith tried to glide to the nearby National Guard field but was too low. The plane struck high-tension lines, creating a blinding flash, and spun around and pancaked									

into the muddy bottom of the Los Angeles River. Smith, shaken and slightly injured, climbed from the wreck, pulled out his gun and stood protecting the mail in the plane until help arrived.

15 Apr: Consolidated *Commodore* (4) of PAA was destroyed in a hangar fire at Miami, Fla.

27 Jul: *Condor* AT-32B (45) of AA, crew of three and 12 passengers, was flying the sleeper service from Fort Worth to Cleveland when it came in to land at Sky Harbor Airport, Murfreesboro, Tenn., in early morning fog. It hit a telephone pole and trees and crashed at the edge of the field. One passenger was hurled from her berth, and three others slightly injured. Stewardess Susie Bowe said that one passenger "was still sleeping after the crash, and I had to awaken him." Ten of the 12 passengers resumed the trip in a reserve plane after a few hours' wait.

2 Aug: Douglas DC-2 (1248) of TWA, Clifford V. Abbott, pilot, experienced engine failure due to water in the gasoline after departing Albuquerque. Abbott brought the plane down with the gear up on a ridge in the foothills near Otto, cutting a 100-yard swath through a thick clump of trees. The left wing was torn off by the pinon and cedar trees, and both engines were dislodged. Pilot and copilot were slightly injured, but the nine passengers climbed from the wreckage without injury and were soon taken by a taxi, summoned by radio, back to Albuquerque to resume their trip.

24 Oct: Stearman 4CM1 (4035) of AA, B.A. Carpenter, pilot, flying 22 pounds of mail from Fort Worth to Newark, made an emergency landing at Franconia, VA, at 4:55 p.m. and was wrecked.

24 Dec: Lockheed *Sirius* (167) of Delta Air Lines, leased from Bowen Air Lines, R.C. Reinhard, pilot, was flying 861 pounds of mail on Trip 4 from Dallas to Charleston. Landing at Birmingham, Ala., it struck trees at the edge of the airport. The plane was washed out and Reinhard was injured.

1936

						Fatalities				
						P	CP	Cr	Pa	In
AA	DC-2	1307	Goodwin, AK	14 Jan	1	1	1	14	0	
"Southerner" on the Newark-to-Fort Worth leg of the transcontinental route departed Memphis at 7:03 p.m. with a fresh crew, Gerald V. Marshall, pilot, Glenn Freeland, copilot, Perla Gasparini, stewardess. While flying low over Arkansas at 7:32 p.m., it inexplicably turned from its course, further descended and flew into trees at 184 mph. The probable cause of the accident was not determined.										
AA	V-1A	5	Little Elm, TX	29 Jan	1	0	0	0	0	
Vultee southbound from Chicago to Fort Worth suffered engine failure in a snowstorm due to carburetor ice, attempted a forced landing but struck a clump of trees in coming down and crashed. The five passengers were shaken up, with slight cuts and bruises, but pilot Ted N. Kincanon was fatally injured.										
AA	A	9112	Pavilion, NY	1 Apr	1	0	0	1	0	
<i>Stinson</i> on the New York-to-Buffalo route, with pilot Sanford L. Underwood, left Elmira at 6:36 p.m. and was flying through light snow at 2,600 feet when it exploded in midair about 45 miles from Buffalo, at 7:14 p.m. It crashed in flames, killing the pilot and an AA employee flying with him.										
TWA	DC-2	1247	Uniontown, PA	7 Apr	1	1	0	10	1	
<i>Sun Racer</i> , flying the westbound transcontinental route, with pilot Otto Ferguson and copilot Harry C. Lewis, went off course flying to Pittsburgh, let down and crashed on a ridge at 10:20 a.m. Stewardess Nellie H. Granger was thrown clear, got two surviving passengers away from the wreck and went for help. Her efforts saved the life of one badly injured passenger. See Vol 32, No 1, p 6.										
NAW	6000	5007	Burlington, VT	8 Apr	1	0	0	0	1	
<i>Stinson</i> trimotor of National Airways with Bill Tanner, pilot, was taking off from a field at Burlington on two engines, Tanner anticipating that the third engine would start when the plane was in the air. Short of lift-off, a wagon appeared ahead of the plane and Tanner pulled up prematurely. The plane climbed, stalled and dove into the ground, killing the pilot. A mechanic with him was not seriously hurt.										
PAA	S-42	4202	Port of Spain, Tr	11 Apr	0	0	1	2	5	
<i>Puerto Rican Clipper</i> on Miami-to-Buenos Aires route with pilot C.D. Culbertson had reached a speed of 50 mph on its takeoff course across the Port of Spain, Trinidad harbor, before dawn when a small launch appeared in its path and one of the wing pontoons hit the launch. The launch was not badly damaged, but the plane was swung sideways in a "water loop" and the forward compartment was cracked open, letting in a swirl of water which drowned two passengers and the plane's dining steward. Five passengers suffered superficial injuries, but no one else was hurt.										
C&S	10B	1057	St. Louis, MO	5 Aug	1	1	0	6	0	
<i>City of Memphis</i> , flying the New Orleans-to-Chicago route with pilot Carl F. Zeier and copilot Russell C. Mossman, turned back to Lambert Field two miles after takeoff. With full power on, the Lockheed crashed near the completion of the turn in a fogbound valley north of the field at 10:03 p.m.										
VAT	Vega	129	Walsenburg, CO	28 Sep	1	0	0	2	0	
Lockheed flown by Carroll H. Chidlaw with two nonrevenue passengers being ferried from Trinidad to Pueblo, Colo., when it was caught in a snowstorm, circled a ranch, hit its right wing and crashed into a hill at Rattlesnake Butte at 9:10 a.m.										
PAA	DC-2	1306	Guatemala	10 Oct	1	1	1	0	1	
Douglas en route to Guatemala City without passengers crashed some 45 miles north of San Salvador. Only the steward survived.										
WAE	247D	1957	Alpine, UT	15 Dec	1	1	1	4	0	
Trip No. 6 from Burbank, Calif., to Salt Lake City, with S.J. Samson, pilot, William L. Bogan, copilot, and Gladys Witt, stewardess, encountered snow static which rendered both its radio receivers inoperative. Flying at 11,000 feet in snow clouds and seeking the Salt Lake City Range at 3:14 a.m., the Boeing crashed 15 feet from the top of a mountain near Lone Peak, 23 miles southeast of its destination. The wreckage was not located until July 6, 1937. No piece of the plane larger than a "washtub" remained.										

NW 10A 1024 Kellogg, ID 18 Dec 1 1 0 0 0
Lockheed flying the mail from Chicago to Seattle departed Missoula, Mont., at 12:33 a.m. for Spokane, became lost, was finally located and directed to a course to intercept the Spokane range. The plane inexplicably took a wrong heading, turned the wrong way and crashed into a mountain near Kellogg at 3:23 a.m. See Vol 32, No 1, p 11.

Bran 10A 1018 Dallas, TX 23 Dec 1 0 0 5 0
Returning from a 30-minute test flight, with pilot Donald C. Walbridge and five Braniff ground men aboard, Lockheed came in to land at Love Field, was high and started around but with the right engine not functioning. The plane kept pulling right, then stalled, crashed and burst into flames at 3:10 p.m.

UAL 247D 1737 Newhall, CA 27 Dec 1 1 1 9 0
Flight 34 flying passengers, mail and express from Oakland to Burbank, Calif., with pilot Edwin W. Blom, copilot Robert J. McLean and stewardess Yvonne Trego, made a visual contact approach through Newhall Pass to Burbank in light rain but under clouds, some of which closed down. The pilot then turned right to get out of the pass and make an instrument approach. The plane had nearly completed the turn when it hit a ridge at 7:38 p.m., passed through trees, which sheared off the wings, right horizontal tail and right landing gear, and crashed into the wall of a canyon, killing all on board.

6 Feb: *Stinson* U (9007) of AA, William B. Lester, Jr., pilot, and one passenger, on a supplementary flight to carry passengers left stranded by a canceled Cleveland-Newark flight, caught its left wing in a snowbank as it lifted off the ground at Albany, N.Y., and crashed. Lester was seriously injured, but the passenger was unhurt.

26 May: *Stinson* A (9100) of AA, Edward Coates, pilot, took off from Municipal Airport, Chicago, for Detroit with two passengers and 11 pounds of mail. At 500 feet, Coates noticed smoke coming from the baggage compartment. He circled the field, came in for a safe landing, called for the two passengers to jump out as the plane stopped in the center of the field and followed them. The plane was then destroyed by fire.

31 May: Douglas DC-2 (1409) of TWA, Wesley L. Smith, pilot, George Houle, copilot, and hostess Grace Davidson, was flying from Newark to Chicago with 12 passengers when the left engine failed 100 miles out and was shut down. It reached Chicago, but strong gusty winds brought it up short on its approach to Municipal Airport. The pilot added power to the right engine, the plane swung left, and due to the low speed, full control movement proved ineffective against the turn. The pilot then attempted to head south to land in an open area, the right wing struck a large tree in front of a house, and the plane flat spun, cutting off part of the roof of the house, into a vacant lot. The copilot, hostess and two passengers suffered major injuries, while the pilot and the other 10 passengers sustained only minor injuries.

13 Aug: *Condor* AT-32A (44) of AA was destroyed by fire on the ground at Glendale, Calif.

27 Aug: *Stinson* A (9111) of Delta Air Lines, Charles Dolson, pilot, was taking off on a test flight from Atlanta when it suffered fuel pump failure just after liftoff. Dolson crash-landed the plane and suffered a broken back.

24 Oct: Lockheed *Orion* (207) of Wyoming Air Service was damaged beyond repair in a forced landing at Buffalo, Wyo.

23 Nov: Boeing 247D (1700) of UAL, Lawrence Holsinger, pilot, copilot, stewardess and four passengers, flying from Chicago, reached Newark at 2:45 a.m. and was landing when a snow squall came in. The plane swung off course, touched down in a soft marsh north of the runway surface, the landing gear buckled and the plane jolted to a stop. The only injury was a cut over the right eye suffered by the copilot.

19 Dec: Douglas DC-2 (1258) of EAL, Henry T. Merrill, pilot, copilot, steward and eight passengers, flying Trip 14 from Miami to Newark and on instruments, had its radio range receivers fail, became lost in bad weather, was blown off course by strong winds, let down, hit a tree, and crash-landed in small trees 4 miles northeast of Milford, Pa., at 8:47 p.m. Merrill was seriously injured, and the copilot and one passenger suffered minor injuries.

31 Dec: Boeing 40B-4 (1437) of National Parks Airways crashed.

1937

						Fatalities				
						P	CP	Cr	Pa	In
WAE	247D	1696	Newhall, CA	12 Jan	0	1	0	4	8	
Trip No. 7, Salt Lake City to San Diego, pilot William W. Lewis, copilot Clifford P. Owens, stewardess Esther Jo Conner, 10 passengers, mail and express, passed over Saugus about 10:57 a.m. on instrument approach to Burbank in turbulent air and icing, gear down and descending although the localizer (radio range) at Burbank was not sending out a range signal but being used for voice transmission. Though the pilot should have requested the range signal be turned on immediately, he waited four minutes to do so, making one circle in the interim. His 11:01 request was complied with. The range signal told the pilot he was east of his course over the higher mountains, and at 11:05 he advised Burbank of his position and turned westward. Almost immediately the plane hit the ground near the summit of Los Pinetos, then skidded along the side of the mountain for 125 feet before coming to a stop, four miles southeast of Newhall. The copilot and four passengers (including explorer Martin Johnson) were fatally injured, and the pilot, stewardess and six passengers (including Mrs. Osa Johnson) were severely injured. One injured passenger stumbled through the storm to get help.										
UAL	DC-3A	1913	San Francisco Bay	9 Feb	1	1	1	8	0	
Trip No. 23, Burbank to Oakland with a stop at San Francisco, arrived at San Francisco at 8:48 p.m., flew over the airport, began a right turn over the bay, descended at an ever-increasing angle and dove into the water, killing all on board, due to the copilot's microphone falling between the control column and seat support,										

jamming the controls. See Vol 32, No 1, pp 12-13.

TWA DC-2 1256 Pittsburgh, PA 25 Mar 1 1 1 10 0
Flight 15-A from Newark to Chicago, with pilot F.L. Bohnet, copilot H.E. Warwick, hostess Doris Hammons and 10 passengers, reached Pittsburgh in icing conditions, its deicers keeping the wings and tail clear of ice, but ice accumulating heavily on wingtips and ailerons. On approach to Pittsburgh, the left wing dropped and was recovered, the right wing dropped and was recovered, then the left wing dropped again, to vertical, the nose dropped, and the plane spun to the ground about 6:00 p.m.

PGA S-43 4305 Cristobal, C.Z. 2 Aug 1 1 1 11 0
Panagra Sikorsky flying from Guayaquil to Cristobal, Canal Zone, pilot Capt. Stephen Dunn, First Officer L.A. Bickford, steward, and 11 passengers, left Cali, Columbia, at 3:40 p.m. for Cristobal. It approached its destination about 6:50 p.m. above rain clouds. At 7:38 p.m., Dunn radioed he was spiraling down over water and believed he was over the east coast. Then there was silence. The wreckage was found next day by Navy planes in an area to which it had drifted in the Caribbean Sea after hitting the water about 35 miles west of Cristobal and 10 miles from shore.

EAL DC-2 1289 Daytona Beach, FL 10 Aug 1 1 0 2 5
Trip No. 7 from Chicago to Miami, with pilot Stewart G. Dietz, copilot, steward, six passengers and 98 pounds of mail, took off from Daytona Beach at 4:39 a.m., hit a pole supporting emergency electric transmission lines, erected just beyond the runway three hours earlier, and of which neither the airport nor the airline had been advised, and the plane crashed south of the runway. The pilot, copilot and two passengers died, and the steward and four passengers were injured. See Vol 32, No 1, p 13.

UAL DC-3A 1914 Hump Ridge, UT 17 Oct 1 1 1 16 0
Trip No. 1 from Newark to Oakland with pilot Earl D. Woodgerd, copilot, stewardess, 16 passengers, express and 170 pounds of mail, took off from Cheyenne at 6:26 p.m. for Salt Lake City. Along the way, snow static blocked radio reception, the plane drifted south of its course and crashed into the side of a mountain in clouds about 9:00 p.m. See Vol 32, No 1, p 15.

20 Jan: Lockheed Vega (53) of Hanford Airlines was destroyed in a hangar fire at Sioux City, Iowa.

18 Feb: Douglas DC-2 (1260) of EAL, crew of three and seven passengers on the Chicago-to-Miami route, was badly damaged early in the day when it ran against an embankment just after landing. There were no injuries.

27 Apr: Lockheed DL-1B Vega (136) of Varney Air Transport, Jess E. Hart, pilot, was taxiing out for takeoff at El Paso, Texas, when it was caught by a wind gust and put on its back. The pilot was not injured, but the damaged plane was junked.

15 May: Lockheed Vega (9) of Varney Air Transport, pilot Cabana, with two passengers, flipped on its back after landing at El Paso, Texas. The passengers were uninjured, but the damaged plane was finished.

23 Aug: Douglas DC-2 (1370), *Santa Elena* of Panagra, crashed at San Luis, Argentina.

1938

					Fatalities				
					P	CP	Cr	Pa	In
NW	14H	1407	Bozeman, MT	10 Jan	1	1	0	8	0
Northwest Lockheed, with veteran pilot Nick B. Mamer, copilot, eight passengers, mail and express, was flying contact from Butte to Billings, Mont., at 9,000 feet over the Bridger Mountains when flutter developed in the upper vertical tail surfaces and they broke off. The plane stalled and spun into Bridger canyon at 3:07 p.m. See Vol 32, No 1, p 17.									
PAA	S-42B	4207	Pago Pago, Samoa	11 Jan	1	1	5	0	0
Samoan Clipper, under command of Capt. Edwin C. Musick with Capt. C.G. Sellers, 1st Officer, a Jr. First Officer, Navigator, 1st Engineering Officer, Asst. Engineering Officer, Radio Operator and 900 pounds of cargo, took off from Pago Pago for Auckland, New Zealand. Three hours out the plane reported an oil leak, turned back and radio signals ceased 50 minutes later at 8:57 a.m. Fragments of the plane were found floating on the ocean the next day. See Vol 32, No 1, p 18.									
TWA	DC-2	1299	Wawona, CA	1 Mar	1	1	1	6	0
Flight 8, flying nonstop from San Francisco to Burbank, John D. Graves pilot, Clyde W. Wallace copilot, flight hostess Martha Mae Wilson, six passengers and 14 pounds of mail, ran into a storm south of Bakersfield, experienced icing and turned back to Fresno at 8:33 p.m. Flying at 10,000 feet with the crew unaware of a wind shift from 35 mph from the south to 75 mph from the southwest, the plane drifted well east and north of its supposed location and struck 9,712-foot-high Buena Vista Crest, 60 miles NNE of Fresno, 200 feet below the top while flying due north at 9:31 p.m. The wreckage was not found until June 12th.									
UAL	DST-A	1956	Cleveland, OH	24 May	1	1	1	7	0
Trip No. 9, Newark to Chicago, with pilot James L. Brandon, copilot Austin S. Merri-field, stewardess Mildred A. Macek, seven passengers and mail, was approaching Cleveland at 4,000 feet when the No. 3 cylinder barrel in the right engine failed and the engine caught fire. Increasing power on the left engine and descending, the pilot sought a landing place, but the plane hit trees, crashed in a wooded ravine and burned at 10:17 p.m.									
PGA	DC-2	1305	Santiago, Chile	19 Jun	1	1	1	1	0
Panagra freight and mail plane, Donald Sheets, pilot, with three other crew members aboard, flying from Buenos Aires to Santiago, crashed at Los Erizos Heights in the Andes Mountains near Santiago. The wreckage was not found until February 1941.									
NW	14H	1402	Billings, MT	8 Jul	0	0	0	1	9
Trip No. 4, from Seattle to Chicago, took off from Billings at 2:55 a.m. for Fargo with a new crew, pilot Walter R. Bullock and copilot Lester H. Doan, eight passengers, mail and express. The plane left the ground, settled back, became airborne,									

dropped a wing, recovered at full power, passed over the boundary lights, stalled and crashed beyond the runway, coming to rest in a group of pine trees on the edge of a canyon wall. One passenger was killed, two seriously injured, and the crew and other passengers sustained minor injuries. Cause reported as: Stops installed on propeller, pitch control lever preventing them from being moved to full low pitch position.

PAA DC-3 1990 Buenos Aires, Ar 15 Jul 0 0 0 0 *
Douglas, flying from Buenos Aires to Miami, C.H. Goodwin, pilot, four other crewmen and eight passengers, departed for Rio and suffered the failure of one engine right after takeoff. The plane crashed into the top of a hospital in a Buenos Aires suburb, knocking a large hole in the building, then careened to the ground. One Third Party *, a 91-year-old patient, was killed and 15 others in the building injured, but the eight passengers and five crew suffered only cuts and bruises.

PAA M-130 556 Western Pacific 29 Jul 1 1 7 6 0
Hawaii Clipper on Trip No. 229, flying from Guam to Manila on the Alameda-Manila route, Leo Terletzky, pilot, eight other crewmen and six passengers, made two radio reports to Manila at 12:11 p.m., indicating it was 582 nautical miles ESE in rain and having trouble with radio static. The *Clipper* was never heard from again and no trace of it was ever found. See Vol 32, No 1, p 20.

UAL DC-3A 1906 Point Reyes, CA 29 Nov 0 1 1 3 2
Trip No. 6, flying from Medford, Ore., to Sacramento on the Seattle-San Diego route, Charles B. Stead, pilot, Lloyd E. Jones, copilot, stewardess Frona B. Clay and four passengers, was slowed by adverse weather and became lost with the pilot unable to determine his location. The plane flew west well past Oakland, ran out of fuel and landed on the Pacific Ocean off Point Reyes, 42 miles WNW of Oakland, near a 500-foot cliff. The plane remained intact after it was set down and all got out safely, but five were drowned by the thunderous surf—the stewardess reached shore safely only to be swept back into the ocean by the violent surf hitting the rocks—and only the pilot and one passenger survived. The plane was subsequently battered to bits against the rocks by the surf.

25 Apr: Sikorsky S-43B (4323) of PAA, flying from Santiago, Cuba, to Kingston, Jamaica, with 12 passengers and a crew of four, was forced down near its destination and sank in the Caribbean. All aboard were rescued by a passing steamer.

18 Oct: Douglas DC-2 (1261) of EAL, J.D. Hissong, pilot, C.R. Russell, copilot, steward and 11 passengers, flying Trip No. 2 from Houston to Newark, took off from Montgomery, Ala. Soon thereafter, hold-down studs of the No. 6 cylinder of the right engine failed, the engine began to vibrate, and fire broke out in the nacelle and spread. Fire-extinguishing equipment arrested the flames but could not put them completely out, and an emergency landing was made near Montgomery at 11:00 p.m. The plane was destroyed by fire, but there were no personal injuries, other than slight burns suffered by Capt. Hissong.



1939

					Fatalities				
					P	CP	Cr	Pa	In
NW	14H	1408	Miles City, MT	13 Jan	1	1	0	2	0
Lockheed, flying Trip No. 1 from Chicago to Seattle, took off from Miles City at 9:14 p.m. with pilot C.B. Chamberlain, copilot R.B. Norby and two passengers. The plane climbed out over the northwest boundary, began a normal turn to the left and reached 500 feet when the cockpit burst into flames. The plane went out of control and crashed in a snow-covered ravine west of the airport boundary. A fire of considerable intensity had developed in the control cabin, in the immediate vicinity of the gasoline cross-feed valve, resulting in loss of control of the plane. The type's fuel system was subsequently modified.									
Marine	Grand Is., AK	12 Feb	1	0	0	5	0		
Pontoon aircraft of Marine Airways left Ketchikan at 11:00 a.m. for Juneau with pilot Alonzo Cope and five passengers. Cope reported at 2:15 p.m. that he was fighting a storm off Grand Island in Taku inlet only a few miles from Juneau. No further word was heard. The wreckage was found March 17th on Grand Island, crashed in a clump of trees 200 yards from the beach.									
Bran	DC-2	1253	Oklahoma City, OK	26 Mar	0	0	1	7	4
Douglas, flying Trip 1 from Chicago to Dallas, began its takeoff from Oklahoma City at 2:45 a.m. with pilot Malcolm Wallace, copilot, flight hostess, nine passengers, mail and cargo. The plane cleared the north boundary in a normal climb and then the									



No. 6 cylinder of the left engine was forced off after failure of the hold-down studs, and took part of the engine cowl with it. The plane crashed under partial control at 2:48 a.m., just west and into the airport, and burned. Only the pilot, copilot and two passengers survived, seriously injured. See Vol 32, No 2, pp 127-128.

PAA S-43B 4324 Rio De Janeiro 13 Aug 1 1 2 10 2
Sikorsky, flying the South American end of a scheduled trip from Miami to Rio de Janeiro, with Capt. A.G. Persons, First Officer George B. King, Radio Operator Russell Jenkins, Steward Julio Trujillo, 12 passengers and 100 pounds of mail, reached Rio and began an approach to land in an area between the mainland and Ilha dos Cobras. During the approach the left engine lost power, and the plane began a descending turn to attempt a landing in the water to the left of the original flight path. The turn grew sharper, however, and the plane crashed into the corner of the drydock off the northwest tip of Ilha dos Cobras at 4:35 p.m. and broke apart. Two passengers survived from the tail section, one suffering only minor injuries.

1940

		Fatalities				
		P	CP	Cr	Pa	In
PCA DC-3 2188	Lovettville, VA 31 Aug 1 1 2 21 0					
Trip No. 19 left Washington for Pittsburgh at 2:18 p.m. with pilot Lowell Scroggins, copilot, observer, hostess, 21 passengers and 68 pounds of mail. Some 20 minutes later the plane encountered a sudden thunderstorm, was engulfed by lightning and heavy rainfall, nosed down, steadily increased its angle of descent, and dove into the ground at 2:41 p.m. See Vol 32, No 2, pp 134-135.						
UAL DC-3A 1925	Centerville, UT 4 Nov 1 1 1 7 0					
Trip No. 16 with pilot Howard Fey, copilot Thomas Sandegren, stewardess Evelyn Sandino and seven passengers, flying San Francisco to Salt Lake City, arrived over the Salt Lake radio range station at 3:40 a.m. and remained in that vicinity in bad weather at an altitude of about 14,000 feet until shortly after 4:26, when Captain Fey began a let-down-through procedure. Swinging out, descending and turning back to land, the plane went off course in a blinding snowstorm due to the malfunction, caused by atmospheric conditions, of the Salt Lake City radio range that morning. At 4:42 a.m., 13 miles out, it crashed into the side of Bountiful Peak in the Wasatch Mountains.						
UAL DC-3A 2175	Chicago, IL 4 Dec 1 1 1 7 6					
Trip No. 21, flying from New York to Chicago with Captain Philip Scott, First Officer George S. Young, stewardess Florence Little, 13 passengers, mail and express, departed Cleveland at 4:59 p.m. (ET). The plane began letting down to land at Chicago at 5:33 p.m. (CT) in freezing weather with light snow falling and reported contact at an altitude of 900 feet at 5:41. A quantity of ice had accumulated on the windshield, impairing visibility, and Captain Scott circled the airport to clear the windshield. He then came in for a landing, but due to ice accumulation the plane stalled about 700 feet southeast of the airport, fell off in an incipient spin from 160 feet and crashed at the edge of the field. Of the 16 on board, only six of the passengers survived.						

3 Apr: Douglas DC-2 (1296) of TWA, with a crew of three and 12 passengers, encountered a thunderstorm after taking off from Pittsburgh, and the pilot decided to return to the airport and land. As the plane was being leveled off, a sudden and complete wind shift occurred, causing a downwind landing at high speed and a ground loop to avoid going over an embankment. There were no injuries, but the plane sustained major damage and was not repaired.

29 Nov: Douglas DC-2 (1352) of Panagra suffered engine failure due to a cracked cylinder at 150 feet on takeoff from Quito, Ecuador. The pilot made a 180-degree turn in an attempt to return to the airport, struck trees, and the plane crashed. Two of the four crewmen were seriously injured, while the other two and the lone passenger were uninjured.

1941

		Fatalities				
		P	CP	Cr	Pa	In
TWA DC-3B 1930	St. Louis, MO 23 Jan 1 0 0 1 12					
Sleeper plane Trip No. 6 from Los Angeles to New York let down for Lambert-St. Louis Municipal Airport in light fog and drizzle just under a 400-foot ceiling with two miles of visibility at 4:12 a.m., but was too close to make a landing. Captain P.W.T. Scott then circled to make another approach. The plane struck 113-foot-tall maple trees, which tore off part of the tail group, and crashed, plowing through a row of						

trees and two telephone poles before it came to a stop at 4:13 a.m. a quarter mile southwest of the airport. There was no fire. The pilot and one passenger were killed, copilot Orestis J. Dio Guardi, hostess Mary T. Eshback and four passengers were injured seriously, while the other six passengers suffered minor injuries.

EAL DST 3250 Chandler, GA 26 Feb 1 1 1 5 8
Trip No. 21, *Mexican Silver Sleeper*, flying New York to Brownsville, Texas, with Captain James Perry, copilot L.E. Thomas, steward and 13 passengers, left Washington at 9:05 p.m. and was due at Atlanta at 12:55 a.m. At 12:44, the plane radioed it was en route to the airport where there was a light drizzling rain. The aircraft began an instrument let-down-through procedure in bad weather conditions with a foggy, rainy overcast and a 300-foot ceiling, but descended too low due to an improper setting of the landing altimeter and ran into a pine wood on a hill five miles southeast of the Atlanta radio range station. Eight passengers survived, five seriously injured, including Eddie Rickenbacker.

PAA S-42A 4206 San Juan, P.R. 3 Oct 0 0 0 2 14
Dominican Clipper, Trip No. 203, with a crew of six headed by Captain Lorber and First Officer Breaux and 21 passengers, flying from Miami to San Juan, Puerto Rico, came in to land at 5:48 p.m. The smooth surface of the water limited the captain's depth perception, and the flying boat contacted the water in an unduly nose-low attitude while moving sideways relative to the water, swerved violently to the right and broke into several major sections. Two babies (who had boarded the flight at Port au Prince, Haiti, with their mother) were lost, one crew member received serious injuries, and the other five crewmen and eight passengers received minor injuries.

NW DC-3A 2124 Moorhead, MN 30 Oct 0 1 1 12 1
Trip No. 5, Chicago to Seattle, iced up while approaching the airport at Fargo, N.D. It went out of control and crashed at 2:10 a.m. on a prairie, just across the Red River from Fargo, and immediately burst into flames. Pilot Captain Clarence Bates was thrown out at impact and survived. Copilot Alden Omsgard, stewardess Bernice Blowers and the 12 passengers all died. See Vol 32, No 2, p 138.

AA DC-3 2207 Sheddin, Ontario 30 Oct 1 1 1 17 0
Trip No. 1, from New York to Chicago with Captain David I. Cooper, copilot Richard L. Owens, stewardess Mary E. Blackley, 17 passengers and mail, encountered freezing rain 57 minutes out of Buffalo, and its controls iced up. The pilot circled on the Ontario side of Lake Erie several times, looking for a place to land. Suddenly, just after 10:10 p.m., the plane stalled and plunged into a farmland patch near New London, Ontario, burst into flames and burned for two hours. See Vol 32, No 2, p 138.

PAA S-38B 414-12 Miami, FL 11 Dec 1 1 1 0 0
Pan Am Sikorsky, possibly on a training flight, made a daytime water takeoff with the propellers set in the high-pitch position. The pilot lost control of the fully loaded aircraft, which porpoised, nosed over in the water and caught fire.

12 Jan: Boeing 247D (1721) and Douglas DC-3A (1912) of UAL were destroyed in a hangar fire at Salt Lake City.

3 Apr: Douglas DC-3 (2143) of EAL, Captain Gerald O'Brien, copilot B.M. Crabtree, steward, 13 passengers and 18 pounds of mail, Trip No. 14, departed Miami at 7:30 a.m. for New York. About 9:00 a.m., after a stop at West Palm Beach, the plane was some 70 miles north of that city, at 3,000 feet, when it encountered a very heavy rain and electrical storm. It was tossed about violently, stalled and crashed in mud and 3½-foot-deep water in a rain-flooded marshland 10 miles west of Vero Beach at 9:15 a.m. All on board suffered injuries, serious to minor, and sat in water up to their hips all day. At 6:20 p.m., the wreck was spotted by an EAL pilot, and rescuers reached the site about midnight, and helped everyone safely out.

16 Apr: 247D (1741) of PCA, Captain Russell Wright, First Officer William Riley, hostess Irene Coates and six passengers, took off from Charleston, W. Va., at 4:28 p.m. for Pittsburgh. Five seconds after takeoff, the right engine failed, and the pilot feathered the right propeller and continued on the left engine. The plane crossed the Great Kanawha River and proceeded up a foothill valley. Unable to turn back or climb over obstructions, it stalled, struck a stand of trees and came to rest with both wings and the tail assembly torn away. The hostess suffered a severe back injury, but all others escaped critical injury.

26 Jun: Sikorsky S-43 (4317) of Panagra with four men aboard was making practice landings on glassy water at Rio de Janeiro when the aircraft struck the water in a nose-low attitude. It nosed over, the hull breaking in two, and submerged. All four men were rescued, two of them injured.

8 Dec: Sikorsky S-42B (4208) of PAA was tied up to its dock at Hong Kong when a Japanese air raid struck Kowloon. While Captain Fred S. Ralph and his crew watched, Japanese fighters made repeated runs on the plane and destroyed it.

NOTE: In this Accidents List there are 13 aircraft, lost between 1928 and 1939, whose full identities have not been learned. By date, they are:

17 Dec 1928: Douglas M-4 of National Air Transport
23 Dec 1928: Fairchild FC-2W2 of Interstate Airlines
17 Sep 1929: Fairchild 71 of Pickwick Airways
29 Oct 1929: Stearman C3B of Universal Aviation Corp.
2 Nov 1929: Waco 10 of Embry-Riddle
30 Dec 1929: Travel Air B6000 of Texas Air Transport
21 Jul 1931: Pittcairn PA-6 of American Airways
21 Oct 1932: Unidentified mail plane of Pennsylvania Air Lines
25 Nov 1932: Travel Air S6000B of Hunter Airways
4 Jun 1933: Pittcairn PA-6 of Eastern Air Transport
12 Oct 1933: Unidentified aircraft of Johnson Airways
28 Nov 1934: Unidentified mail plane of Eastern Air Lines
12 Feb 1939: Unidentified pontoon aircraft of Marine Airways