

Area Medical Laboratory

20 SEP 47

20 Sept 1947

Memorandum for Lt. General Trining

Subject: Preliminary Results of Post-mortem Examination
of the Air Accident Report filed 17 July 1947

Attn: Maj. O.O. Benson

1. Pursuant to your telephone request of July 10th, herewith is enclosed the results of the clinical laboratory examination of one well preserved cadaver, recovered by Army medical staff, Alamogordo AAF.

Malcolm C. Crow
Brigadier General, USA
The Air Surgeon

Distributions

Dr. Detlev Bronk
Dr. Randolph Lovelace
Flight Surgeon, AAF School of
Medicine, Randolph Field, Texas
AAF Scientific Advisory Group
War Department Intelligence (G-2)
Intelligence (AC/AS-2)

Enclosures: Results to Par/Path Apt.

RESULTS TO PERSONNEL

1. Duty status: unknown.

(a) Fatal injuries

No parachute used

2. NATURE

(a) Collision in full flight with object other than conventional aircraft

3. DAMAGE TO AIRCRAFT

(a) Complete wreck

4. PERSONNEL ERROR

80% due to pilot error

20% due to Poor technique

5. MATERIEL

Artifacts collected and assembled indicate that the unidentified aircraft may have experienced a 50% malfunction in its flight control system; 10% malfunction in its movable surfaces; and the remaining of the materiel is undetermined.

(a) Handling qualities are unknown due to the extreme damage the craft suffered upon impact.

(b) The functions of the instruments found in the cockpit area are unknown at present; so there is no way to determine if craft was a manned or remotely controlled.

(c) Equipment assembled indicates that power plant, flight control and movable surfaces may be serviced by flexible glass conduit.

6. MISCELLANEOUS

(a) Weather does not appear to be a significant factor in causing the craft to collide with an unidentified object.

(b) Darkness and night vision does not indicate to be a probable cause for the accident. Radar film does not show a collision course prior to crash. Though debris collected does indicate that craft experienced break-up in the air before impact.

(c) Alamogordo tower had cleared craft for approach to AREA 2 Apron and terrain provided the pilot an acceptable alternative for a emergency landing.

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