

**L-5, s/n 42-98774**

Manufactured by Stinson Division, Vultee Aircraft, Wayne MI and delivered to USAAF on 11 Dec 1943.

Dec 1943 To 557<sup>th</sup> AAF Base Unit (Air Transport Command,) Gore AAF MT  
Sep 1944 To 161<sup>st</sup> Liaison Squadron (Third Air Force), Mansfield AAF LA  
Nov 1944 To 161<sup>st</sup> Reconnaissance Squadron (3<sup>rd</sup> AF), Esler AAF LA  
May 1945 To 161<sup>st</sup> Reconnaissance Squadron (3<sup>rd</sup> AF), Geiger AAF WA and Portland AAF OR  
Apr 1946 To 432<sup>nd</sup> AAFBU (Air Defense Command), Portland AAB  
May 1946 To 4141<sup>st</sup> AAFBU (Air Materiel Command), Pyote AAF TX (storage)  
Sep 1947 To 4121<sup>st</sup> AFBU (AMC), Kelly AFB TX  
Jan 1948 To 3380<sup>th</sup> Technical Training Wing (Air Training Command), Keesler AFB MS (ground instructional airframe)  
Apr 1949 To 3750<sup>th</sup> Technical Training Wing (ATC), Sheppard AFB TX  
Mar 1951 To 3585<sup>th</sup> Pilot Training Wing (ATC), San Marcos, later Gary, AFB TX (returned to flying status)  
Jan 1953 To South Carolina Wing (Civil Air Patrol), Florence AP SC  
May 1956 Dropped from inventory by donation to CAP

TYPE, MODEL, SERIES: L-5  
 CONTRACT NUMBER: AC-34453  
 ALLOCATION, BLOCK, PRIORITY NUMBER: USA  
 MANUFACTURER'S SERIAL NUMBER:  
 A. A. F. SERIAL NUMBER: 42-98774  
 FOREIGN SERIAL NUMBER: *Prv 101*  
 MANUFACTURER AND LOCATION: Vultee, Wayne, Mich.  
 FINAL DESTINATION IN U.S.: *Great Falls*  
 PROJECT OR LEND LEASE REQUISITION NUMBER: *Down 2148*

H

UPPER COLUMN HEADINGS ARE FOR HAND-POSTED OPERATION IN KARDEX  
 LOWER COLUMN HEADINGS ARE FOR I. B. M. POSTED OPERATION IN VERTICAL CABINETS

LOCATION	ORGANIZATION	RECIPIENT	NEXT DESTINATION	CRATED OR FLY-AWAY	CONDITION	DATE	ACTION	REMARKS		
STATION	COMMAND	PARENT UNIT	SUB-UNIT	CODE	GAINED FROM OR LOST TO	SERIAL NUMBER	MO. DA.	STATION NO	DCA	SCU
Wayne	Vultee	<i>Rtc</i>	<i>C/ Gore Field</i>		Accepted Available (C)	12-8	12-7	12-579		
		"	"		Delivered	12-11				
<i>Romulus</i>	<i>Atc</i>	"	"		<i>F</i> Arrived	12-11		<i>DP</i>		
<i>Rockford</i>	"	"	"		<i>3</i> R.O.W	12-14		"		
<i>St. Cloud</i>	"	"	"		<i>3</i> "	12-15		"		
<i>Miles City</i>	"	"	"		<i>3</i> "	12-16		"		
<i>Gr. Falls</i>	"	"	"		<i>70</i> <i>Final R</i>	12-17		"		
GORE FD	ATC	557BAS	K 557BASTG	L05	42	98774	8 2	9337	2	34 9337
GORE FD		557BAS	BBAST	L05	42	98774	8 4	9337	2	9 9337
CINCINTI	ATC	FERRYAC	B 557BASTG	L05	42	98774	8 31	5321	9	34 9337
MANSFLD	3	161LIA	SQGBFRY	557BASFR	L 5	42	98774	9 2	8868	8 9337
	3	16180	LIGB003	16180 LI	L 5	42	98774	11 20	8835	8868
ESLER	3	16180	MAGB003	16180 LI	L 5	42	98774	12 1	8835	8 8835
FT WOOD	3	161RC	SQGB003	161RC SQ	L 5	42	98774	1 6	7537	9 8835
ESLER	3	161RC	SQGB003	161RC SQ	L 5	42	98774	4 1	8835	8 7537
ESLER	3	161RC	SQGB003	161RC SQ	L 5	42	98774	4 10	8835	8 882
ACCORD	3	161RC	SQGB003	161RC SQ	L 5	42	98774	5 5	9762	2 8835
PORT AB	C03	161RC	SQGB003	161RC SQ	L 5	42	98774	5 23	9581	8 9762
PORT AB	C03	161RC	SQLOC04	432BASUT	L 5	42	98774	7 25	9581	2 8100
PORT AB	CAF	432BASUT	432BASUT	L 5	42	98774	3 5	9581	2 8100	
"			<i>Pyrite ATSC Storage</i>				<i>avail 3-5-6</i>	<i>ABC-#377</i>		
"			<i>orders cancelled</i>				<i>per DISC #278</i>	<i>3/6/6</i>		
"			<i>Pyrite</i>				<i>avail 3-6-6</i>	<i>3-3-126 CR</i>		
"			<i>orders cancelled</i>				<i>3/12/6</i>	<i>per 3-284 note</i>		
PORT AB	CAF	432 BASUT	ATSC	Pyrite storage	L 5	42	98774	12	9857	2 131
PORT AB	HOC	432 BASUT	GB JAC	432 BASUT	L 5	42	98774	4-16	9581	2 9581
CINCINTI	ATC	FERRYAC	FRYDOGB	SAC	432BAS	L 5	42	98774	5 106	5 321 6 958

TYPE, MODEL, SERIES: *L-5* A A F. SERIAL NUMBER: *42-98774* MANUFACTURER AND LOCATION:  
 CONTRACT NUMBER: FOREIGN SERIAL NUMBER: FINAL DESTINATION IN U.S.:  
 ALLOCATION, BLOCK, PRIORITY NUMBER: PROJECT OR LEND LEASE REQUISITION NUMBER:  
 MANUFACTURER'S SERIAL NUMBER: *(cont from other side)*

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LOCATION	ORGANIZATION		RECIPIENT	NEXT DESTINATION		CRATED OR FLY-AWAY	CONDITION	DATE	ACTION	REMARKS	
STATION	COMMAND	PARENT UNIT	SUB-UNIT	CODE	GAINED FROM OR LOST TO	SERIAL NUMBER	MO.	DA.	STATION NO.	DCA	SCU
RYOTE	AMC4141BASSUGB	ATC	FRYDO.	ATC	FRYDO.	L 5	42	98774	5 66	8663	532
PURF AB	ADD 402BASXF					L 5	42	98774	4306	4581	2
CINCINTI	ATC	FRYDO.				L 5	42	98774	4306	5321	19
CINCINTI	ATC	FRYDOLO	AMC4141BASUT			L 5	42	98774	5316	5321	19 866
RYOTE	AMC4141BASSAGH		AMC4141BASUT			L 5	42	98774	7226	8663	10 8663
RYOTE	AMC4141BASSULU		AMC4141BASUT			L 5	42	98774	7226	8663	10 8663
RYOTE	AMC4141BASSU					L 5	42	98774	6306	8663	10
RYOTE	AMC4141BASSA					L 5	42	98774	9306	8663	10
CGFT ASSGN	31 MARCH	47			AMCSA	L 5	42	98774	00000	7 316	
BELLY	AMC4121BASRPE		AMC4141BASUT			L 5	42	98774	9 27	8573	2 821
RYOTE	AMC4141BASSALK		AMC4121BASUT			L 5	42	98774	9 27	8663*	2 821
BELLY	AMC4121BASRPLV		AMC			L 5	42	98774	10237	8573*	2 857
BELLY	AMC4121BASSAGI		AMC			L 5	42	98774	10237	8573	2 857
<i>L-5 42-98774 From: AMC To: TC 13 Jan 48 Proj: Gni 2129 For class 012. A-4624</i>											
BELLY	AMC4121BASSSSGB		AMC4121BAS			L 5 STOA	2138	42	98774	1 18	8573 2
BELLY	AMC4121BASSSLW		AMC4121BAS			L 5 STOA	2138	42	98774	1138	8573*
BELLY	AMC4121BASPJGJ		AMC4121BAS			L 5 GRI	2129	42	98774	1138	8573
BELLY	AMC4121BASPJLRTC		3704BAS			L 5 GRI	2129	42	98774	1158	8573*
KEESLER	TC 3704BAS		CIGB			L 5		42	98774	1168	4550*
KEESLER	TC 3704BAS		CFLT			L 5		42	98774	1168	4550
KEESLER	TC 3704BAS		CZGG			L 5		42	98774	1168	4550
KEESLER	TC 3380TTM		CZ GMT			L 5		98774	8288	4550	4550
KEESLER	TC 3380TTN		WG CR			L 5	474-9	4550			
KEESLER	TC 3380TTN		WG GT			L 5	474-9	4550			
KEESLER	TC 3380TTN		WG GT			L 5	4550	4-26-9			
SHEPPAR	TC 3750TTN		WG CI			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG CI			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C2			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C2			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C2			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C2			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C2			L 5	8618	4-26-9			
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SHEPPAR	TC 3750TTN		WG C2			L 5	8618	4-26-9			
SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
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SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
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SHEPPAR	TC 3750TTN		WG C2			L 5	8618	4-26-9			
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SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
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SHEPPAR	TC 3750TTN		WG C1			L 5	8618	4-26-9			
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S											

TYPE, MODEL, SERIES-

LS

A. A. F. SERIAL NUMBER-

42 98774

MANUFACTURER AND LOCATION-

CONTRACT NUMBER-

FOREIGN SERIAL NUMBER-

FINAL DESTINATION IN U. S.-

LOCATION, BLOCK, PRIORITY NUMBER-

PROJECT OR LEND LEASE REQUISITION NUMBER-

MANUFACTURER'S SERIAL NUMBER-

UPPER COLUMN HEADINGS ARE FOR HAND-POSTED OPERATION IN KARDEX  
LOWER COLUMN HEADINGS ARE FOR I. B. M. POSTED OPERATION IN VERTICAL CABINETS

LOCATION	ORGANIZATION		RECIPIENT	NEXT DESTINATION			CRATED OR FLY-AWAY	CONDITION	DATE	ACTION	REMARKS	
STATION	COMMAND	PARENT UNIT	SUB-UNIT	CODE	GAINED FROM OR LOST TO	SERIAL NUMBER	MO.	DA.	STATION NO.	DCA	SCU	
S IMARCO	OTC	3585PTNWG	4696	BY	LS CZ	8614			113051			98775
ASSGN	CAP		4696		TC CAPOO	L 5						102953 98774
GARY	TC	3585PTNWG	IA82	LF	CLASS 01A	L 5 CZ		1029				102953 98774
GARY	TC	3585PTNWG	IA82	GF	CLASS 01Z	L 5 CU		1029				102953 99103
					42 98774			3				
GARY	TC	3585PTNWG	IA82	LC	CAPSS6600	L 5 CU		1 9				1953 98774
	CAP		CIVAPHE25	GB	TC IA8235	L 5 CI		1 9				11053 99183
					42 98774			2				
FLORENC	CAP		CIVAPHE25	GL	FROM CI	L 5 CS		1 1				1353 99034
					42 98774			1				

FLORENC	CAP	CIVAP	PLBAMCSR40	L05	CS	1230	1	5	42	98774	10	54	2	5
ROBINS	AMC	WR	ARGBCAPHE2700	L05	GRF	1230	12	30	42	98774				
ROBINS	AMC	WR	ARLOGND IN ER	L05	GRF	1230	1	5	42	98774				
ROBINS	AMC	WR	ARGBCAPHE2700	L05	RF	1230	1	5	42	98774				

Small card in file.

				42 98774				
LAMCWR	WR AR	L	5	RF42	98774BCAPHE270000	CIVAP033		033 JROBINS
GCAPSC	CIVAP	L	5	GCS42	98774BAMCSR40	WRAMA033		063 JFLORENCI
LCAPSC	CIVAP	L	5	GCS42	98774OGND IN ERR	033		213 JFLORENCI
GCAPSC	CIVAP	L	5	CS42	98774BAMCSR40	WRAMA033		218 JFLORENCI

6				42 98774				6
ACAP	60341	L	5	42	98774LCAP			012
LCAPSC	CIVAP	L	5	CS42	98774IDONA ED CAP	CAP6L341	L164164	FLORENCE
GCAPSC	CIVAP	L	5	CS42	98774OLST N ERRP	CAP6L341	L164065	FLORENCE
LCAPSC	CIVAP	L	5	CS42	98774IDONA ED CAP	CAP6L341	L012065	FLORENCE

**INDIVIDUAL AIRCRAFT RECORDS**  
**THE AIR FORCE HISTORICAL RESEARCH AGENCY**  
**Maxwell AFB AL 36112-6678**

**The Agency's Aircraft Record Collection**

The AFHRA holds individual aircraft records for almost all aircraft once or presently in the USAF inventory. These records begin around 1924 and continue to July 1990 and appear to be about 98 percent complete (records for many aircraft of the early 1920s, a few during 1924-1950, and aircraft in highly sensitive reconnaissance programs, for example, are not available). Each set of aircraft records has its own unique characteristics, but for most planes one may learn the manufacturer; place of production; date of entry into the inventory; units of assignment; duty stations; and something of the final disposition. Among the data rarely given are maintenance information, crew members or W.W. II unit assignments overseas (Z.I. base assignments normally stated). The individual aircraft records thus are a priceless historical resource, but they have pronounced limitations in regards to interpretation, availability, and accessibility. Over time, the format of the records, the recording medium, and the information entered, and the data entries have passed through five major stages:

- **Large Cards** - ca. 1924-Feb. 1955. During this period records were kept on several types of paper cards ca. 9 x 11 1/2, many now available only on micro film. Entries are handwritten and machine-posted, usually in an alpha-numeric code. One or two cards are normally necessary for an aircraft's history during this era.
- **Small Cards** - Feb. 1955-June 1964. In February 1955 aircraft record keeping was converted to a system of small, automated posting cards ca. 3 x 8 in., usually generated annually or semi-annually. Data was entered in an alpha-numeric code system broadly similar to the large cards but differing in numerous details, including many unit designations, date fields, and absence of station numbers. One to about ten small cards may be found for each aircraft in this era, plus large cards for any service before February 1955.
- **Ledgers** - June 1964-Apr. 1980. In mid-1964 aircraft activity reporting was converted to a computer-generated annual inventory report presented on fan-folded ledger sheets. Under this system, an aircraft's recorded activity for a calendar year must be extracted from each year's inventory report. Depending on a plane's duration of service, as many as sixteen inventory reports (including two for 1964) must be examined for entries. Data entry codes and data fields for the ledgers are quite different from either large cards or small cards.
- **Microfiche** - May 1980-July 1990. Beginning May 1980, the USAF produced monthly inventory reports on microfiche, copies of which are held at the AFHRA. These fiche use much the same data entry coding as the earlier computer ledgers.
- **AFHRA has only very limited data on aircraft assignments from 1990 to 1995 after which our records cease.**

**Reproduction and Public Availability**

Individual aircraft records from the Large Card and Small Card periods only (i.e., down to June 1964) are available to the public in the form of photo-copies (some from microfilm). Large quantities of aircraft records from the Large Card, Small Card, and Computer Ledger periods can be purchased on compact disk in the following series:

- Series ACR - Large Cards. Aircraft out of the inventory by 1951. 118 rolls.
- Series OACR - Supplement to above, records out of file. 10 rolls.
- Series AC - Large Cards. Aircraft still active in 1951, activity down to Feb. 1955 (end of Large Card era). 75 rolls.
- Series ACA - Small Cards. Individual aircraft records from Feb. 1955 until June 1964. 89 rolls.
- Series AVH - Computer Ledgers. Annual inventory reports from June 1964 until May 1980. 27 rolls.

LISTS OF ROLL NUMBERS AND THE MILITARY SERIAL NUMBERS ("TAIL NUMBERS") THAT THEY CONTAIN, TOGETHER WITH ORDERING INFORMATION; ARE AVAILABLE FROM THE AGENCY ON REQUEST.

Aircraft records in the Microfiche series are available only at the Agency.

**INTERPRETATION OF LARGE AIRCRAFT RECORD CARDS**

It should be remembered that the Large Cards span some thirty years in peace and war, thus several varieties exist. Up to 1940, entries were mostly in plain text and thus readily intelligible. World War II saw the introduction of extensive machine posting and various coding systems which make the interpretation of cards today extremely laborious and often

problematical. Card researchers should understand that the earliest code book available at the Agency dates from 1951, and even it is incomplete. Under the best of circumstances, then, interpretation of the Large Cards is difficult and subject to guesswork. The following comments, however, may make lay interpretation easier and more meaningful. Please remember--

- Large Card dates are given in the order day, month, and year.
- Machine posting of all data began in 1944, making a machine-posted entry 1944 or later (important for interpreting the date field).
- UNIT ASSIGNMENTS OVERSEAS during W. W. II service are never given. Only the departure and return dates and theatre of assignment are available.

### Top of card

Aircraft production and identification information entered in plain text. Project number meanings are not known today.

### Data Entry Headings

Large Card data fields can be read beneath each of the printed headings. *Often, however, the vertical alignment of the headings and data fields was not closely respected.*

### Entry into Inventory

The first series of entries below the card headings usually record acceptance, availability, and delivery. The plane's progress from factory to first duty assignment can usually be followed in the handwritten entries to the left of, and below, "Accepted," "Available," and "Delivered." A short succession of airfield stops leading to Florida or Maine and thence overseas is typical in the W.W. II era.

### Main Data Fields (For W.W. II Aircraft Sent Overseas, see that heading, below)

Reading across a large card from left to right, one normally finds the following data fields:

**Station** - Duty station to which the aircraft was assigned, sometimes somewhat abbreviated.

**Command** - Possessing command (AMC, ATC, SAC, etc.) is immediately to right of station.

**Unit** - Possessing unit's designation is usually posted directly beneath "Parent Unit" and "Sub-Unit" headings. The oft-seen "BAS" stands for Base Unit, while Air Materiel Command areas (SA AR for San Antonio, SB AR for San Bernardino, and MID AR for Middletown, Penn.) are usually given away by AMC & duty station. Many other unit types (FTR, DM, and SRCW) are self-evident, but others can be known only through Agency references and a few are undecipherable today.

**Gain/Loss** - Normally at end of unit designation - "GD"= Gained from, "LB" = lost to, followed by the other unit.

**A/C Type** - Normally self-evident.

**Status** - Numerous aircraft status codes follow to right of aircraft type, for example, RT= transient maintenance; CC= combat ready; RM=depot modification; SS=storage.

**Stat. No.** - To right of status code may be a four-digit number representing the aircraft's duty station. A comprehensive station number list is available in AFHRA K 134.'15-38, USAF Organizations and Station Codes, Sept. 1951, microfilm roll K 10 74).

**[A/C No.]** - [Sometimes the aircraft military serial no. appears here.]

**Date Fld.** - Most confusing data field. One should remember

Dates are day, month, and year, not later military style.

Dates during 1944-ca. 1946 are usually partial, the year not being given. In these cases, the year must be found by working forwards or backwards from known years, such as the delivery date.

Date 1950 and later are usually include spacing and the year, i.e., 9 2 50 (September 2, 1950).

Date fields 1950 and later usually include two dates. The meaning of these two dates is not entirely clear.

**Far Left** - Last column to left usually records a station number (four digits) during W.W. II period.

Last column to left usually records an aircraft serial no. during 1950s (ignore this column for 1950s cards).

### W.W. II Aircraft Sent Overseas

Records of W.W. II aircraft sent overseas have certain characteristics which warrant special mention here. Instead of the

data fields described in "Main Data Fields," above, W.W. II aircraft sent overseas usually show the following:

- Departure from the US shown as "DEP US" or "Dep US," usually from a Florida or Maine location (Morrison, Bangor, and Grenier AAFlds are common) after staging across country from the factory.
- Following "Dep US," one should try to find the shipping code showing the theater to which it was sent. Some of the most common shipping codes were:

SOXO - Eighth AF, England (most common, esp. after 1942)  
BOLERO - Eighth AF, England, in mid-1942 era  
UGLY - Eighth AF, England, 1942 era  
WILDFLOWER - Eighth AF, England, 1942 era  
GLEN - Twelfth AF, Oran, Algeria  
DAUB - Tenth AF, ATC, 20 TSP, Karachi, India  
DUKO - Twelfth AF, Italy  
GLUE - Ninth AF  
IRON - Seventh AF, ATC - Oahu Island, Hawaii  
OHAM - Fifteenth AF, Bari, Italy  
PACT - Fourteenth AF, Chunking, China

-Dates of assignment/receipt in theater are indicated by "R" and "A" followed by date: "42144" = 21 April 1944, "12845" = 8 Dec. 1945, etc.

#### Wartime Losses in Theater

For aircraft lost or salvaged overseas, the last line(s) usually contain the command losing the aircraft (i.e., SOXO) + a cause of loss + serial number + date:

CON - Condemned, often followed by  
SAL - Salvage, often followed by either  
BD - Battle Damage  
NBD - Non-Battle Damage  
MJA, FLAK, CRASH - self-explanatory losses

#### W.W. II and Post-W.W. Terminations not Overseas

Many W.W. II aircraft returned to the US after combat service. The return to the US ("Ret US") is followed by Army Airfield where landed, plus subsequent stages across country. Almost all USAAF aircraft excess to need were scrapped in the US. This is indicated by transfer to RFC (Reconstruction Finance Corp.), the agency designated to handle disposition of war-surplus federal property. No aircraft service records are available after disposition.

#### INTERPRETATION OF SMALL AIRCRAFT RECORDS

In February 1955 the USAF converted its aircraft activity reporting to a system of automated posting cards ca. 3 x 8 in., thus introducing the Small Card period. Simultaneously, various changes were made in both the data codes and the data fields appearing on the cards. Between February 1955 and June 1964, Small Cards were produced for each aircraft either semi-annually or annually, so that aircraft active during this decade may have up to ten or twelve cards {six is about average}. Although entries on Small Cards are less irregular than the Large Cards, a couple of points are worth mentioning:

-Small Cards for 1955-56 have no year date on them, making this a confusing period to interpret. The best solution is usually to work forward from the last Large Card or backward from a 1957 card, attempting to follow the unit assignment and station changes.

-Master Cards - Most, but not all, aircraft entering the inventory in the Small Card era have a yellow master card as the first card in their file. These yellow masters show the manufacturer, place of manufacture, and dates of acceptance, availability, and delivery, but no unit or station assignments.

-1964 Small Cards all have a posting error--the last digit was dropped off the number of the possessing unit (509th Bomb Group was entered as 50th Bomb Group, etc.)

#### Entry into the Inventory

In the Small Card era, basic data about entry into the USAF inventory is provided on the Master Card mentioned above ("General Comments"). Some Small Card files, especially those after ca. 1962, lack such cards, and in other cases the Master Cards are missing.

### Year Dates of Small Cards

The report date for each Small Card is usually indicated in the upper right hand corner, i.e., "6/61" (June 1961) and "1263" (Dec. 1963). As indicated in "General Comments," 1955-1956 Small Cards cannot be reliably dated to their year. The "6" on some cards may not be "1956."

### Main Data Entry Fields

"L" or "G" - (for "Lost" or "Gained") immediately followed by Possessing Command (i.e., "LSAC" = Lost by SAC, "GAMC" = Gained by AMC). [some Small Cards also show Possessing Command immediately followed by numbered air force or subordinate unit or agency, i.e., "LAMCOCA" = Lost by AMC Oklahoma City Air Materiel Area]

**Assignment** - (1) Number of the USAF unit followed by a symbol for its function, i.e., 68ARHSQ = 68th Air Refueling Squadron, or (2) a contractor, i.e., "BOESW" = Boeing, Seattle, Washington.

**Aircraft type** - i.e., KC135A

**Aircraft status** - A two-letter code, e.g., "CC" = combat ready, "SS" = storage, "XS" = excess property, "CW" = contract work, "RN" = depot maintenance, etc.

**Aircraft serial number** - An easily identifiable, and thus useful, reference for orientation located in the center of the card.

**Right Center Area of Data Field** - occupied by a bewildering variety of possibilities, probably either "lost to" or "gained from" in most cases.

### Small Card Date Field

Small Card Date Fields are found in the second column from the left-hand edge of the card as a cluster of four to nine numbers, sometimes including a "J" or a "K." The Small Card date fields are difficult, but note the following:

- Two dates are included in most date fields, except for 1962-64 cards, which have only one Julian date.
- Dates may be given as day-month or month-day or Julian dates or by some combination thereof. Note leap years in Julian dates. Months are numbered 1-10 with "J" standing for November and "K" for December.

### Duty Stations

Duty Stations on Small Cards are always entered in the last column on the right-hand side of the card and are usually self-explanatory. Location of some "AF Plants" are not known today.

## **INTERPRETATION OF COMPUTER LEDGER AIRCRAFT RECORDS**

In June 1964 the USAF converted its aircraft activity reporting to a system of computer-generated, 11 x 14 in. fan-folded sheets which were bound into ledgers. Computer runs for the entire USAF inventory of aircraft were done once a year (in July and December for 1964 only), producing several thick binders which theoretically included every aircraft's activity during the year. In the Ledger Era, an aircraft's annual activity might amount to between one and about twenty entries, with about three to six being average. Simultaneously, various changes were made in both the data codes and the data fields appearing on the reports, so that the Ledger Records make up a distinct, and distinctly different, file series. Although entries in the Ledger Records are quite consistent and standardized, a few points are worth noting:

-1964 reporting is slightly different. Complete computer inventory reports were run for July-September and October-December. Both reports are needed to cover the July-December 1964 period.

-1977 reporting is slightly different. In 1977 a problem with reporting occurred which produced two reports (one short, one long), each of which needs to be examined to cover the calendar year.

-Not all aircraft have entries in each report. The explanation for these lacunae is not clear. The lack of reports seems worst with Air National Guard and AF Reserve aircraft.

-Termination - Very occasionally no termination information will be found, the aircraft simply disappearing from inventory reports.

### Entry into the Inventory

In the Computer Ledger era, entry into the USAF inventory is usually shown by the rubric "FORCED GAIN" in the "Gain from or Lost to" column. A few aircraft lack such an indicator, and for these entry must be validated by finding the first report of activity. New aircraft generally come into the inventory during the FY of their serial, or the year after, i.e., an aircraft serial 66-xxx would probably enter the inventory in calendar years 1966 or 1967.

### **Year Dates in Computer Ledgers**

Data dates in the Computer Ledger era are always shown in the Julian system, i.e., "66097" = 97th day of 1966, or 7 April 1966. When transcribing Julian dates, note the leap years (1964, 1968, 1972, 1976).

### **Main Data Entry Fields**

**Aircraft serial** - e.g., 66 7587, written without a dash after FY

**Aircraft type** - F 4C, KC 135A, etc., again without a dash

**Possessing organization** - (1) Number + Type of AF unit, or (2) a five-letter code for an Air Materiel Command Air

Materiel Area (later Air Logistics Center), or (3) contractor (usually for modification or depot maintenance (almost always AFLC command possession)

**Possessing command** - e.g., TAC (Tactical Air Command), SAC (Strategic Air Command), PAF (Pacific Air Forces).

Codes ending in "O" are simply for overseas locations, e.g., TAO= Tactical Air Command possession overseas.

**Station number** - a four-letter random code representing the aircraft's duty station (requires a code book to decipher) (repeats the plain text duty station).

**Possession code** - a two-letter code representing the aircraft's status (requires code books to decipher).

**Inventory Acct** - a two-letter code representing a gain or retention ("G"), loss ("L"), or termination ("T" or "Z") + a letter for cause:

TM = loss to enemy action on combat mission

TA = loss in a flying accident TJ = authorized reclamation

TL = transfer or diversion to non-USAF activity TW = transfer to museum or school

TR = abandonment due to enemy action

**Action date** - Julian date +(in 1976 and later reports) the hour

**Possessing station** - plain text name of aircraft's duty station

TI = loss hostile foreign armed action on combat support mission

T2 = flying accident on combat support mission

T3 = cause unknown on combat support mission T4 = hostile foreign armed action not on combat support mission

Accident No. 44-3-15-27  
Date 3-2-8  
Checked by J  
Analyzed by R.L.H. 3-30-44  
Copied for Wright OK  
Filed by \_\_\_\_\_  
Notes Att. Capt. McNaught  
Att. Capt. Fisher  
Copy for Asheville  
12519-13

Accident No:

Pilot's Name *Barnhill*

Nature Group *08 Toxic*

Specific Nature *41 Collision with personnel*

Underlying Nature *65 Failed to insure a clear path*

*05%* Cause Group *05* } *carelessness*  
Specific Cause *34*

Underlying Cause *12* } *lack of awareness*

*90%* Cause Group *09* } *Maintenance-personnel*

Specific Cause *49* } *other (pre-sims)*

Underlying Cause *60* } *carelessness*

*05* *33* } *Weather*  
*85*  
*00*

01113-11

WAR DEPARTMENT  
A. F. Form No. 14  
(Revised May 14, 1943)

WAR DEPARTMENT  
GREAT FALLS, MONTANA  
U. S. ARMY AIR FORCES

ACCIDENT No. 07A  
17-2-12-42

REPORT OF AIRCRAFT ACCIDENT

(1) Place 92013 Gore Field, Great Falls, Montana (2) Date 15 March 1944 (3) Time 1010 MWT  
AIRCRAFT: (4) Type and model L-5 (5) A. F. No. 42-98774 (6) Station Gore Field, Montana  
Organization: (7) ATC FD (8) 7th Ferrying (9) 25th Ferrying  
(Command and Air Force) (Group) (Squadron)

PERSONNEL ATC FRY FRY 9337

DEPT	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RELTY TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
<u>0</u>	<u>P BARNHILL, Roy L.</u>	<u>P</u>	<u>0-886013</u>	<u>2nd Lt.</u>	<u>2801</u>	<u>AAF</u>	<u>ATC FD</u>	<u>None</u>	<u>None</u>
<u>7</u>	<u>Simons, Thomas D.</u>		<u>36578782</u>	<u>Pfc.</u>	<u>38</u> <u>20</u>	<u>AAF</u>	<u>ATC FD</u>	<u>Major</u> <u>injury</u>	<u>None</u>



(20) BARNHILL, Roy L. (21) 0-886013 (22) 2nd Lt. (23) 18 (24) AAF  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) ATC FD (26) 7th Ferrying (27) 25th Ferrying (28) Gore Field, Mont.  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) ATC FD (30) 7th Ferrying (31) 25th Ferrying (32) Gore Field, Mont.  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) P (34) 1 July 43 Present rating (35) P (36) 1 July 43 Instrument rating (37) None  
(Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours:  
(at the time of this accident)  
(38) This type L-5 1:00 (42) Instrument time last 6 months  
(39) This model L-5V None (43) Instrument time last 30 days  
(40) Last 90 days 9:05 (44) Night time last 6 months  
(41) Total Form 5 1399:30 (45) Night time last 30 days  
RCAF, Civilian, Military

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	<u>Propeller</u>
(47) Engine(s) <u>1</u>	
(48) Propeller(s) <u>MJ</u>	

(50) Weather at the time of accident Contact; Hi thin broken clouds; temp 24, dewpoint 14; wind SSW 25 MPH with gusts to 30 MPH

(51) Was the pilot flying on instruments at the time of accident No  
(52) Cleared from Gore Field, Montana To Local (54) Kind of clearance Contact

(53) Pilot's mission Transition 9337 9337

(56) Nature of accident Taxi

(57) Cause of accident Enlisted man walked into propeller

(58) Has Form 54 been submitted? No

RESTRICTED

## DESCRIPTION OF ACCIDENT

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

Lt. Barnhill was taxiing back to the parking area as flying of L-5 type aircraft had been called off due to high winds. As he taxied in back of the hangar in the approved manner, at a low speed and "S-ing", Pfc Simons walked into the propeller, the propeller hitting his head and left side causing major injuries.

Because of the cold wind blowing across the ramp Pfc Simons evidently had his head down and was not watching for taxiing aircraft, he could not hear it because there was a C-60 being preflighted close by. Lt Barnhill, the pilot, evidently was looking to the left at the time because he noticed two men who were about 10 or 15 feet in front of Pfc Simons.

The pilot could possibly have avoided the accident if he had been more alert. But the accident could definitely have been avoided if Simons had been watching where he was walking. Therefore, it is the belief of this committee that the pilot be relieved of all responsibility.

*Frank E. Janda* Capt. MC

JAMES W. LUKER  
Lt Col., Air Corps

*Arthur M. Coomes*  
ARTHUR M. COOMES  
Captain, Air Corps

*Henry A. Blomquist*  
HENRY A. BLOMQUIST  
Major, Air Corps  
Acft. Accident Off.

Aircraft Accident Investigating Comm.

Signature \_\_\_\_\_

(Investigating Officer)

Date 16 March 1944

**RESTRICTED**

15 March 1944

SUBJECT: Accident

TO : Major Blomquist

Accident to Soldier at 10:10, 15 March 1944.

1. I, 2nd Lt. Roy L. Barnhill was pilot of L-5 aircraft No. 774 and was returning from runway 200 where I had been called in by the tower at the request of Transition.

2. I was taxiing in front of a parked C-60 whose engines were running up. I was taxiing slowly and zigzagging in the usual manner for single engine aircraft and was keeping a good lookout for obstacles and also watching several ground crew in front of the C-60. I looked toward the right and saw two men walking side by side and then zigged to the right to be sure everything was clear on my left. At that moment I saw a blur to the right of the engine nacelle and felt the prop bite something and the engine stopped. My first impression was that I had hit a fire bottle and then saw a man laying about 10 ft. behind my aircraft. I leapt out and helped render first aid as best I could.

3. The wind was from S.W. at 25 to 30 M.P.H. with gusts and I judge the temperature was below freezing.

4. It is my impression the man must have been running to catch up with the other two fellows. Otherwise I'm positive I would have seen him.

*Roy L. Barnhill*  
ROY L. BARNHILL,  
2nd Lt., Air Corps.

**RESTRICTED**

**RESTRICTED**

Statement of Thomas D. Simons, 36578782, Pfc, AC

17 March 1944

Question: Do you remember much about what happened?

Simons : Would you like for me to start at the beginning, Sir? That way you will get a better idea of what I know. First, there is the big hangar and the dark hangar, and every day they park a C-60 with its tail in toward the dark hangar. Well, that gives me the big hangar and the dark hangar with the C-60. I come across there every day, Sir, and I went over there to get my tool box and naturally, . . . .

Question: You went to the big hangar?

Simons: Yes, Sir, and when I was coming back I passed almost directly in front of the C-60 with its engines running, and at the same time I was going in front of the C-60, a tug went by. It was my buddy and I waved at him. I didn't go five more feet until I was on the ground.

Question: You don't remember anything more?

Simons: No, Sir. I didn't know what I was hit with until somebody told me. It couldn't have been that C-60. That's what I thought it was until somebody told me different..

Question: Did you hear the L-5 motor?

Simons: No, Sir. I tried to ask my brother, Sir (unintelligible jumble). What I can't understand is, I must have been hit in the left side, and that plane must have been coming in the same direction of that C-60. I never knew what hit me - My buddy was right in front of the C-60. I hadn't taken 10 more steps until I was lying there on the ground. He (Simons' buddy) was coming the opposite way from what I was going. I would never have known what hit me, but when I was laying there on the ground, some guy said I was hit by an airplane. Sir, I don't even know what hit me. I just remember passing that C-60 and taking a few more steps.

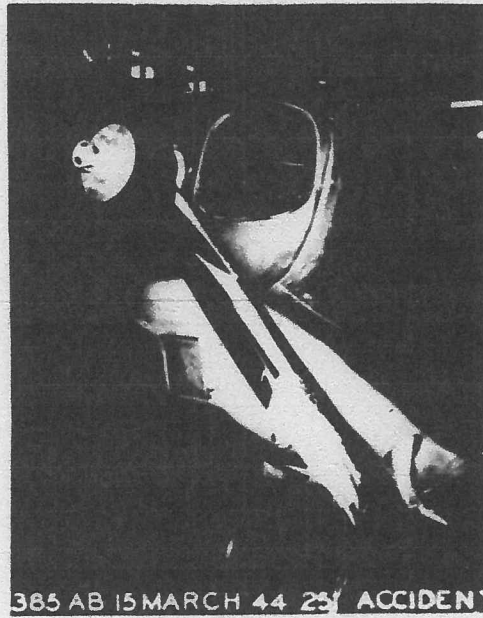
Question: Were you running?

Simons: I don't know. I had my tool box. You know how you walk along swinging a tool box. I was walking fast.

C  
O  
P  
Y

**RESTRICTED**

RESTRICTED



RESTRICTED

**RESTRICTED**

HEADQUARTERS  
7TH FERRYING GROUP  
FERRYING DIVISION - AIR TRANSPORT COMMAND  
GORE FIELD  
GREAT FALLS, MONTANA

HAB/mm

In reply refer to: 7-4-44

18 March 1944

BARNHILL, Roy L., (O)  
Simons, Thomas D., (EM)

SUBJECT: Letter of Transmittal

TO : Headquarters,  
Officer of Flying Safety,  
Army Air Force  
Winston Salem, North Carolina.

Inclosed is the original of AAF Form #14, Aircraft Accident Report with allied papers forwarded to your Headquarters as per instructions in AAF Regulation 62-14.

*Harry B. Johansen*  
HARRY B. JOHANSEN  
Lt Col., Air Corps  
Commanding

6 Inclosures  
Incl 1 - AAF Form #14  
Incl 2 - Pilot's statement  
Incl 3 - EM Statement  
Incl 4 - Statement of Witness  
Incl 5 - Statement of Witness  
Incl 6 - Photographs

**RESTRICTED**

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES  
OFFICE OF FLYING SAFETY  
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU ✓  
FOR INFO OS  
FOR FILE \_\_\_\_\_

DATE 16 MARCH 1944

T.W.X.

TELEGRAM

ADM NET

ABR NR108 WD

ABR V NR 85 WD P

FROM HDWS 7TH FG ATC FTRATFALLS MONTANA 151727Z

TO CHIEF FLYING SAFETY ARMY AIR FORCES WINSTON SALEM N CAR

GR NC

FDATE 0513 PERIOD ONE FIVE

15 MARCH 44 1010 MWT GORE FLD GREAT FALLS MONTANA PILOT B

<sup>at</sup> BARNHILL ROY L 2ND LT AC 25TH FERRYING SQUADRON 7TH FERRYING GROUP

GORE FLD MONTANA TAXI ACCIDENT

LINEMAN WALKED INTO PROP PFC SIMONS THOMAS D 307TH FERRYING SQUADRON 77TH FERRYING GROUP GORE FLD MONTANA MAJOR INJURIES.

TRANSITION CAVU 42-98774 L-58 GORE FIELD MONTANA PROP DAMAGED NO MATERIEL FAILURE LOCAL REPLACEMENT NO DAMAGE TO PRIVATE PROPERTY

GROUP 1 ACCIDENT FROM BLOMQUISIT SIGNED LUKER END JOHANSEN CO UTH FG

ATE  
7 FRT  
25 FRT  
9337

(H)

Aircraft - 3  
Engine - 1  
Prop - 4

#110/18392/BP

NG 11  
CG 09  
100%  
SN 73  
SC 47  
W 60  
UC 60

44-3-15-42

103012-03

540

44-3-15-42  
K

L-58

**I N C O M I N G M E S S A G E**

**HEADQUARTERS ARMY AIR FORCES**

**FOR ACTION A I U**

**OFFICE OF FLYING SAFETY**

**FOR INFO O S**

**WINSTON-SALEM, NORTH CAROLINA**

**FOR FILE \_\_\_\_\_**

**DATE 20 MARCH 1944**

**T.W.X.**

**TELEGRAM**

**ADM NET**

**WS V DC NR 3 PRIORITY**

**FROMSTES AFAFS WASHINGTON D C 201334 Z**

**TO CHIEF AFAFS WINSTON SALEM N C**

**BRIEF OF AIRCRAFT ACCIDENT NO 4639**

**A 15 MARCH 44 1010 MWT**

**B GORE FIELD GREAT FALLS MONTANA**

**C 2ND LT ROY L BARNHILL**

**D ATC 7 FY GP, 25 FY SQ, GORE FIELD GREAT FALLS MONTANA**

**E TAXIING**

**F**

**G PILOT - NO INJURY**

**H TRANSITION**

**I CAVU**

**J L-5B 42-98774, ATC GORE FIELD GREAT FALLS MONTANA**

**K MAJOR DAMAGE**

**L LINEMAN - PFC THOMAS D SIMONS - MAJOR INJURY**

**M LINEMAN WALKED INTO PROP**

**N TELETYPE**

**#32/14012/NN**

*44-3-15-42*

32112-43