

41-23674

AIRCRAFT TYPE: B-24D-1
Carpetbagger

MANUFACTURE: CO

CONSTRUCTION #: 469

SERIES NUMBER: 04 / 23

DATE BUILT: 26 Jul 42

DATE ACCEPTED: 26 Jul 42

DATE SOC: 11 Mar 45

AIR FORCE ASSIGNED: 8th

DATE OF SERVICE: 06 Sep 42 - 10 Mar 45

AIR DIVISION ASSIGNED: 1st
2nd

DATE OF SERVICE: 06 Sep 42 - 06 Dec 42
06 Dec 42 - 10 Mar 45

COMBAT WING ASSIGNED: 201th
8th AFCC

DATE OF SERVICE: 25 Mar 43 - 00 Mar 44
00 Mar 44 - 10 Mar 45

GROUP ASSIGNED: 93rd
BAD 2
801st (P)
492nd

DATE OF SERVICE: 31 Aug 42 - 00 Feb 44
00 Mar 44 - 28 Mar 44
28 Mar 44 - 13 Aug 44
13 Aug 44 - 10 Mar 45

SQUADRON ASSIGNED: 329th
36th
856th

DATE OF SERVICE: 31 Aug 42 - 00 Mar 43
28 Mar 44 - 13 Aug 44
13 Aug 44 - 10 Mar 45

FINAL LOCATION: Harrington, England

GROUP MARKINGS: Circle B

SQUADRON MARKINGS:

A/C I.D. MARKINGS: unknown
D

MARKINGS ASSIGNED: 01 Sep 43
01 May 43
28 Mar 44

AIRCRAFT NAME (S): U.S. Express

| # | DATE | MISSION | PILOT | COMMENTS |
|-----|-----------|--|----------------------|---|
| -- | 31 Aug 42 | Airfield Location: Grenier Field, NH | | |
| -- | 06 Sep 42 | Airfield Location: Alconbury, England | | |
| 1 | 09 Oct 42 | Lille, Belgium - industry | Maj Sullivan, H. | Bombardiers' deicing equipment failure. |
| -- | 27 Nov 42 | Airfield Location: Hardwick, England | | Conversion to Moling B-24: GEE (TR1335) sets and DR compass. |
| -- | 03 Dec 42 | Airfield Location: Bungay, England | | |
| -- | 11 Mar 43 | Airfield Location: Hardwick, England | | |
| -- | 01 Mar 44 | Airfield Location: Warton, England | | Conversion to carpetbagger |
| -- | 28 Mar 44 | Airfield Location: Harrington, England | | |
| -- | 31 May 44 | Peter 38, France | McNeil, J.R. | Aborted: no response from ground. Leaflets dropped: Gailly, Mamers, Ecouche, Ocques |
| -- | 01 Jun 44 | Osric 31B, Belgium | 2nd Lt Decker, R.B. | Aborted: could not locate drop-zone. |
| -- | 03 Jun 44 | Hermit 1, France | Capt Coleman, R.P. | Leaflets dropped: Flers, St. Cosme, St Remy. |
| -- | 05 Jun 44 | Osric 13, Belgium | 2nd Lt Decker, R.B. | Aborted: weather obscured drop-zone. Leaflets dropped: Binche, Coigine, Enghien |
| -- | 07 Jun 44 | Hermet 1A (Bloise), France | Capt Coleman, R.P. | Aborted: no response from ground. Leaflets dropped: Guipry, Brion, Chalannes, Champtoce, St. Mars, Maure. |
| -- | 20 Jun 44 | Clergyman 2A, France | 2nd Lt Jackson, J.M. | Leaflets dropped: Coissets, Bueil, Elbeuf. |
| -- | 21 Jun 44 | Scientist 98 (Villaines), France | 2nd Lt Moser, J.F. | Aborted: no response from ground. Leaflets dropped: Vendel, Tinteniach |
| -- | 22 Jun 44 | Headmaster 9B, France | 2nd Lt Jackson, J.M. | Leaflets dropped: Elbeuf. |
| -- | 23 Jun 44 | Hermit 7, France | 2nd Lt Jackson, J.M. | Leaflets dropped: Creaz, Mauborg, Elbeuf. |
| -- | 25 Jun 44 | Hermit 10, France | 2nd Lt Jackson, J.M. | Leaflets dropped: Veidone, Dellane, Veubourg, Elbeuf/ |
| -- | 10 Mar 45 | | | Crash landing at Harrington, England |
| end | 11 Mar 45 | Harrington, England - salvaged | | SOC |

no photos available



123674





Liz,

A few comments regarding the aircraft:

B-24DSA-1 CO 41-23674 was one of the original heavy daylight bombers flown to England by 93rd BG, 329th BS in Sep 42. It was named U S EXPRESS. On 15 Nov 43 it went to 1 BAD at Burtonwood, Lancashire, for modification to carpetbagger configuration and was received by 36th BS on 20 Dec 43. It crashed and burned on 10 Mar 45 at Harrington after the nose wheel locked on landing. The plane was salvaged on 11 Mar 45.

A tail from the aircraft was fitted to another carpetbagger, 42-40549, which crashed on a mountain in Norway on 7 Apr 45. Pictures taken many years later at the crash site in Norway of 42-40549 show that it had been fitted with a tail from 41-23674 because the tail number 123674 as well as its 93rd BG identification (Blue B in a white disk/circle) and its original 329th BS call letter U had been rendered visible by the effect of weather on the black paint applied over the original markings.

Tom Brittan.

Dans un e-mail daté du 10/10/2005 21:50:56 Romance Standard Time, webmaster@carpetbaggerops.org a écrit :

Liz,

Can barely make out the "D" on the tail of the plane but sure it is "D", which would be one of the planes Jackson flew most often as you can see from the summary of his June 44 missions below....

| | | | | | | | | | | | | |
|---------|-----|---|---|---|----|----|---|---|---|----------|---------------|---------------|
| Jackson | 678 | 1 | 0 | 1 | 12 | 12 | 6 | 0 | 0 | 20/21Jun | Clergyman 2A | 41-23674 D |
| Jackson | 720 | 1 | 0 | 0 | 12 | 2 | 4 | 0 | 0 | 22/23Jun | Headmaster 9B | 41-23674 D |
| Jackson | 765 | 1 | 0 | 0 | 12 | 4 | 4 | 0 | 0 | 25/26Jun | Hermit 10 | 41-23674 D |
| Jackson | 731 | 1 | 0 | 0 | 12 | 6 | 6 | 0 | 0 | 23/24Jun | Hermit 7 | 41-23674 D |

This plane got a lot of flying by 36th BS pilots during the summer of '44.

Enjoy,
TE, ret.

From: <Tombrittan@aol.com>
To: <webmaster@carpetbaggerops.org>
Cc: <dkm@raex.com>
Subject: Re: Have you seen this tail?
Date: Tuesday, September 07, 2004 04:08 AM

Tom,

The plot thickens!

Since my earlier e-mail I have referred to Parnell and read about the loss on page 133. The operation was on the night of 6/7 Apr 45. I have also found the loss on my database as taking place on 7 not 6 Apr.

The plane that went down was a former 479th ASG ship: B-24DSA-70 CO 42-40549, O in 856th BS and named COOKIE. It was excess to requirements in Mar 45 when disposition instructions were requested by J8AF to JEUS. It landed at Dijon-Longvic, France, on the 30 Mar 45 operation and returned to Harrington on 3 Apr 45.

It seems likely that a tail was replaced by the one from 41-23674 either between 10 & 30 Mar or between 3 & 6 Apr 45. During those periods, 42-40549 was on operations on Mar 12, 16 (returned early with an engine out), 20, 26 and 30

On Cliquez ici : Army Air Forces: MACR Search by Serial Number Results you will see that the date of loss is given as 7 Mar 45 (MACR 13740). Having regard for the statement in Parnell that Maj. Colby heard the crash on 7 Apr 45, I am inclined to think that both the norwegian website and the AAF MACR database have got it wrong and that 7 Apr 45 is the true date. Furthermore, the Harrington Operations Log gives the time of take-off for the 6/7 Apr 45 mission as 00.31 ie after midnight on 7 Apr 45. What do you think?

Tom. B.

Dans un e-mail daté du 07/09/2004 10:06:03 Romance Standard Time, Tombrittan a écrit :

> Tom,
>
> New to me! Here is what I have been able to trace:
>
> 1. The tail belonged to B-24D-1 CO 41-23674, an original aircraft brought to
> the UK by 93rd BG, 329th BS, in 1942 and, I think, named U S EXPRESS.
> 2. It was scheduled on 15 Nov 43 to go to BAD 1, Burtonwood, as one of the
> first B-24Ds to undergo Carpetbagger modifications
> 3. It was assigned to 36th BS (later to become 856th BS in 492nd BG) on 20
> Dec 43.
> 4. It crashed and burned on 10 Mar 45 at Harrington when the nose wheel
> locked on landing.
> 5. It was salvaged on 11 Mar 45
>
> Comments:

>
> a) I cannot trace a 492nd BG loss on 6 Apr 45.
> b) The tail seems to have been fitted to another aircraft and the black
> paint it had in 492nd BG must have been lost to weather erosion over the years
>
> What can you tell me about this one?
>
> I am copying this to Don Morrison, our 93rd BG expert, for his comments.
>
> You do find some interesting ones!
>
> All the best,
>
> Tom.
>
> Dans un e-mail daté du 07/09/2004 04:52:43 Romance Standard Time,
> webmaster@carpetbaggerops.org a écrit :
>
> >>
>> <http://groups.msn.com/Flyvrak/liberatorplukkutjnnfjell>
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