



B24D 42-40549 "Cookie"
Photo Courtesy Dick Bellgardt

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 :
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<http://groups.msn.com/Flyvrak/liberatorplukkutjnnfjell>
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