

TANGERINE



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TANGERINE

TOBY

From: <Tombrittan@aol.com>
To: <ev982@netspace.net.au>; <mo2tx2az@verizon.net>; <chris.gregg@comcast.net>
Cc: <alblue@earthlink.net>; <dstockton1@cox.net>; <tjwil@ecn.purdue.edu>; <jimleddy1@comcast.net>;
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<sdgkelley@embarqmail.com>; <stevarino69er@msn.com>
Subject: Re: 41-11916 Tangerine
Date: Wednesday, June 03, 2009 1:12 AM

It was "916 P (Punchard = 859th BS) C (RCL)" that was on those four missions in Aug 44 and "B-24D SA 41-11916 859" that was on the 6 Nov 44 492nd BG inventory. After being painted gloss black it might have lost its name TANGERINE but there is no mistaking the identity of the aircraft.

Regarding 41-29446, I show:

Original aircraft. Missions: 10 Apr - 11 May 44 in 788th BS; 24 May - 10 Sep 44 in 790th BS. According to the fuel consumption report for the 10 Sep 44 mission, this aircraft's flight time was surprisingly in keeping with that for the rest of the Group but it used only 61.2% of the average consumption expressed in gallons per hour. This seems to indicate that something unusual happened to the aircraft on that mission and which may have been the cause of its salvage. Salvaged battle damaged on the Continent by 8 ASC (salvage recorded on 14 Nov 44).

14 Nov 44 is not the date on which salvage operations were carried out but is a "sweep-up" date when a lot of aircraft which had been salvaged in liberated areas of the Continent since D-Day were recorded as such by 8 ASC.

I am juggling at present with B-24, geneology and gardening balls in the air (yes, three) so please bear with me if I don't respond promptly and fully to your emails. I'll try to do better at the weekend but it will be difficult again next week when our first sun-seeking UK cousins arrive.

Tom.

Dans un e-mail daté du 03/06/2009 08:13:48 W. Europe Daylight Time, ev982@netspace.net.au a écrit :

Ed,

There is no "916" which fits the bill to have been a 98BG aircraft that I can see.

That aside, I have this note:

41-29446 H TANGERINE 467BG 788BS X7-P
c/n545 TFR H - 467BG 790BS Q2-P
14/11/44 SAL; may be the TANGERINE which TFR to 492BG rather than the suggested 41-11916

...which would make more sense than an old B-24D, and which would allow TANGERINE to fade away in October 43.

With it "away from home" like that, the paperwork may well not have caught up and the two transfers, both in October 43, would have followed as the Group itself changed air forces. The 15AF finally writes it off AFMSC on 12APR44 when they inventoried & it could not be found.

The SAL of 41-29446 on 14NOV44 fits rather nicely the info from Tom that TANGERINE was last on the 492BG inventory on 06NOV44.

Thoughts, gentlemen?

Oz

----- Original Message -----

From: _EDWARD CLENDENIN_ (mailto:mo2tx2az@verizon.net)

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Sent: Thursday, May 28, 2009 11:26 PM

Subject: Re: 41-11916 Tangerine

All:

Tangerine did replace Mona, which was lost on July 23, 1942.

But I would question that the #42 that crash landed on Oct 1, 1943 was Tangerine, because we are left with a contradiction between the sorties report and the IARC record. The sortie report for the mission reads:

"A/C, though seriously damaged, continued on to Tunis where it ran out of gas and crash-landed. Plane is a complete wash-out."

If this is true, then it could not have been transferred to the 15th AF on Oct 31 nor the ETO on 2 Jul 44.

There is also a 2 month gap between the Aug 13th mission and the Oct 1st mission that "#42" flew on. One possible explanation for the gap is that there was a 98th BG plane with the last 3 digits in its serial number of '916' that flew 2 missions, one on Aug 21 and another on Sep 9. I am not an

expert on 98th BG planes, but those dates would fit a possible transfer of Tangerine to the 98th. And it could have been transferred back to the 376 by Oct 1.

If this is the plane used by the 98th, it explains the time gap but not the wash out.

I suspect Knox was flying a new plane on its first mission. There was a group of planes arriving in that time period with serials in the 42-72xxx range. I cannot find an accident report in the period.

Ed

On May 27, 2009, at 9:54 PM, Chris Gregg wrote:

That would seem to fit that Tangerine was the replacement for 41-11615 Mona the Lame Duck in late July or August 1942. I show about a dozen missions of a 20-S aircraft during July - October. From November 1943 to March 1943 there are a handful of missions by a #38 aircraft with various call letters, though several are RCL S. Then in March 1943, right before the re-numbering to align with the squadrons, a #42 appears. I am pretty sure 41-11916 Tangerine was this #42 until it crash landed at Tunis on October 1, 1943. There I lose it...

Chris

----- Original Message -----

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Sent: Wednesday, May 27, 2009 12:38 PM
Subject: Re: 41-11916 Tangerine

All,

It is good to have this information concerning TANGERINE's service in 376th BG. Most (if not all) of its first 12 missions would have been flown as a replacement HALPRO aircraft and then in 1st Prov Group which might explain the # 20. Was it re-numbered as 376th BG's # 38 later changed to # 42?

You might be interested to see what I have recorded on my database, especially TANGERINE's brief service in the 8th AF as a Carpetbagger at Harrington with 801st BG(P)/492nd BG, 788th/859th BS, where it was identified by radio call letter C:

"Received by USAAC 11 Jun 42, Morrison Field, West Palm Beach, FL, 3 Jul 42. Replacement aircraft flown to HALPRO 12-21 Jul 42. 1st Provisional Group 1 Sep 42. 376th BG: 9th AF (26 Oct 42), 12th AF (13 Oct 43), 15th AF (30 Oct 43) and possibly RAF on 12 Apr 44. MTO transfer to ETO 2 Jul 44. 4 night operations in 801st BG (P): Aug 4/5, 8/9, 9/10 and 13/14 when it aborted. Condemned 22 Sep 44 (Had already been condemned AFMSC in 15th AF on 12 Apr 44, when it was possibly the B-24 erroneously recorded as 41-11906 that was transferred to the RAF on 12 Apr 44). Retired on 4 Dec 44 (On 492nd BG monthly inventory as of 6 Nov 44 but not on the one as of 6 Dec 44 or subsequent ones). RZI Jul 45 (but not with 492nd BG). ATC Ferry Command to Cincinnati, OH, 21 Jul 45 and thence to Altus, OK. Salvaged 17 Sep 45 by RFC, Altus, OK."

Tom.

Dans un e-mail daté du 27/05/2009 13:52:47 W. Europe Daylight Time, _mo2tx2az@verizon.net_ (mailto:mo2tx2az@verizon.net) a écrit :

All:

Sandy Keeley is the cousin of Robert Longstreth, a navigator with the 376. Robert was KIA on April 30, 1943. Prior to that, he had sent letters and pictures home. One of them, which is the first attachment, shows his crew getting ready for a mission. The plane is Tangerine and carries group number 20. This picture provides another puzzle piece for the numbering system.

Note the 12 mission marks. The 13th mission for #20 was on Oct 30, 1942. According to the sortie report for #20 on that day, Robert was on board. So the picture seems to match the records.

Tangerine wore another group number between #20 and #42 (see <http://www.b24bestweb.com/tangerine-v1.htm> which shows 36 mission marks.) She was assigned #38. (see second attachment and was sent to me by Frank Marchese's son, Steve). Note the 16 mission marks. #20 flew 16 missions, so Frank's picture must have been taken right after the renumbering and before the 17th mission, which would have been on Nov 21, 1942.

Then Tangerine was assigned #42 sometime between Feb 21, 1943 and March 1. The above referenced picture of #42 with the 36 mission marks must have been taken sometime between May 21 and May 24, 1943.

In total, Tangerine flew 45 missions, the last on Aug 16, 1943.

Steve, with the numbering system corrected for Tangerine, your dad was on #38 on a mission to Crete on Jan 2, 1943. I think your dad had the dates slightly wrong.

Ed

<005501c9df3f\$8eda3a90\$0402a8c0>

<005601c9df3f\$8eda3a90\$0402a8c0>

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18:21:00