

**Subject: AvAr Class 801; Field Agent Tips; Jimmy Camp - May '08, FAT #2, Robert Jackson Collection
AvAr Class 801**

Class 801 completed its training cycle on May 3, 2008, following a six and one half hour field exercise at Jimmy Camp. This is the third year in a row that AvAr has produced a fresh crew of new agents.

New to this year's course of instruction was the inclusion of a hypothesis for the students to examine and attempt to solve during their graduation field exercise. Based on the actual accident report and eyewitness statements, two different hypotheses were presented as their challenge. (See Jimmy Camp: May '08 below)

Consisting of seven new members and two recurrent students, the attendees were: Thomas Gallegos, Bruce Hertelendy, Joseph Johnston, Jeffrey Martin, Jamey Patton, Stub Persons, Paul Rylatt, and Martin Sagara. Dr. Thomas Ross was unable to attend due to a last minute deployment overseas. He has reserved a seat in the next class.

Thanks again to the staff at both Rocky Mountain Metropolitan Airport and Redstone College in Broomfield for providing facilities to conduct our training.

Field Agent Tips

In Bulletin #19 we introduced a new feature to this publication titled Field Agent Tips. The idea is to provide helpful tidbits of information that might improve your field or research practices. These Field Agent Tips (FAT) may suggest the purchase of a particular product or simply offer some tried and true, time proven advice from our staff or other such credible source. As an accredited field agent, you are welcome to offer an idea for consideration in this feature at any time by contacting aviator_b@msn.com.

Jimmy Camp – May '08

On Saturday, May 3, 2008, AvAr made a spectacular return to the Jimmy Camp B-24 crash site with 16 members in its party. Following a 15-minute briefing that included mission objectives and important safety matters, individuals were grouped and team assignments issued. Coming together for this event was a composite of team members: Class 801 students, instructors, certified field agents, and one guest.

Three specific missions were outlined for the days visit: First, establish a benchmark and record the datum for a Cartesian coordinate grid system. Second, determine the entire perimeter of the remaining crash site. And, third, examine the northern ridge for evidence that would prove/disprove either of the two hypotheses presented:

Hypothesis 1:

Given that substantial aircraft debris was found imbedded in the north-facing slope of the northern-most-hill encompassing the known aircraft crash-site, is it possible that this aircraft exploded in flight, as reported by eyewitness account, spewing artifacts into terrain as it fell to earth?

Hypothesis 2:

Given that substantial aircraft debris was found imbedded in the north facing slope of the northern-most-hill encompassing the known aircraft crash-site, is it possible that the aircraft commander, following an in-flight collision and subsequent spin was able to recover control of said aircraft long enough to correct direction towards the nearest airfield, but impacted terrain on a direct line with the aircraft's final destination?

After six and one half hours of surveying by this team, some startling new evidence was produced which augments the original 1944 US Army Air Force report.

Ex. *“Tower operator observed smoke emitting from engine of B-24 flying SE of field with one P-40 making passes.*

Later, smoke disappeared and plane appeared to join formation. But, about 5 min. later and (sic) explosion was observed NE of field. D-24 advised that 2 B-24s collided in midair and 1 crashed. Information given upon interrogation by tower. Crash phone used. All parties except Chaplain a---ered . Pueblo, home base of B-24 notified thru Denver ATC.” On the next page, “,the pilot attempted to pull up through the propeller wash of the plane in formation. This put the plane into a flat spin from which it did not recover. The plane crashed a complete wreck.”

Aircraft that impact terrain following a flat-spin leave a distinct footprint and debris pattern that follows the direction of revolution. On Saturday, May 3rd, AvAr team members accurately outlined a debris field at the Jimmy Camp site that was linear in nature and stretched more than 750 feet (approximately one eighth of a mile) from end-to-end. Although it is documented that the aircraft went into a flat-spin, from which it did not recover, remnants at this site indicate that the aircraft may have been shedding parts while it descended or might possibly have recovered directional control prior to impact. A great deal more work lies ahead before we will be able to close the book on this unique case. Watch for a field schedule and site update in future AvAr Bulletins.

FAT #2

Some official documents you come across, whether purchased or examined for free from public sources are very difficult to read due to the fact that they have been photocopied many times over. Try employing a sheet of yellow acetate film over the document; it truly works wonders, contrasting/enhancing the text and making it much easier to read. Yellow acetate film can usually be purchased from your local area hobby or craft dealers.

Robert Jackson Collection; May '08 Update

Duke Sumonia continues to make progress with his research and cataloguing of each individual photograph in the Robert Jackson Collection. With nearly 3,000 estimated pictures in this one aggregation, you can imagine the process consumes a great deal of time. In addition to the photographs, there are still nearly 15 boxes of books (on average 15 books per) left to inventory. Duke could really use your help!

No special training is necessary. All you need to do is help write down the specifics of each document; title, subject, author, date, condition. Yes, it is tedious work, but very rewarding. And the eventual outcome of your labor will be truly profound and significant for the many generations to come that will benefit from this unique collection.

If you'd like to contribute some time to this project, please contact Duke at (970) 586-8505 or at dukeair@aol.com. This is a very important project that requires participation from all our AvAr team members. If you're not into humping the hills with youngsters, please consider offering a Saturday morning, Sunday afternoon or weekday evening for a couple of hours; that's all it will take to make a big dent in this project and help create one of the most important aviation libraries anywhere. Let Duke know you're interested!

Send comments, corrections or submissions to aviator_b@msn.com