

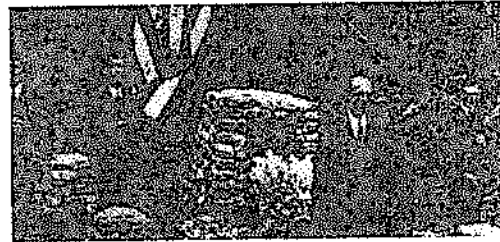
GARNET PEAK PLANE CRASH

August 15, 1942

Background Information on the Crash

Where did the plane come from?

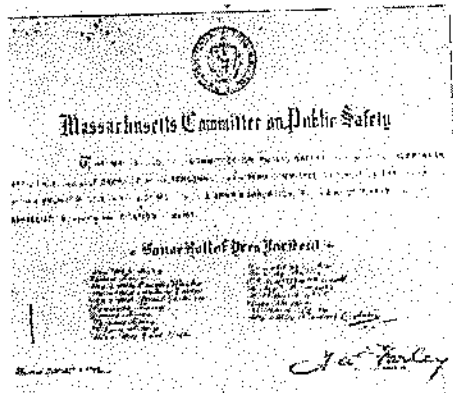
The plane was headed from Fort Bragg, North Carolina to Long Island, NY at first. It was leaving from Long Island to go to Providence, RI when a storm made the plane run off course.



The Dedication of the Monument

What type of plane was it?

The plane was a Douglas C-53-DO twin-engined transport plane. It was almost 17 feet in height, 64 feet long, and had a 95 foot wingspan. Though some sources allude to it as a bomber, the plane was most likely carrying people and very few weapons. The serial number of the plane is 42-6463. The plane held nineteen passengers but the original radio operator was replaced at Long Island because his wife was sick.



The Peru Committee on Public Safety was awarded a certificate for the rescue of the Army Personnel

How many passengers were onboard the plane?

Nineteen were on the plane, three of which survived.

Who was on the plane?

The sixteen who lost their lives were:

- | | |
|------------------|-------------------|
| • Joseph Fields | • Gardner Plain |
| • Hyman Flinkman | • Stanley Racine |
| • Sam Hathorn | • Norman Sands |
| • John Kelley | • Steve Schollin |
| • Robert Lamon | • Charles Scott |
| • Frank Latosky | • James Thompson |
| • Joseph Neurohr | • Austin Weeges |
| • Jack Palmer | • James Westbrook |

The three who survived were:

- | | | |
|--------------|--------------|------------------|
| • Robert Lee | • James Fern | • Alonzo Pearson |
|--------------|--------------|------------------|

When did the plane crash?

The plane crashed at approximately 9:30 P.M. on August 15, 1942.

How large was the path that the plane cleared?

Sources indicate that the path cleared was 60 feet wide and 180 feet long.

What direction did the plane come from?

As far as I can tell, the plane came from the East. The path is not still there, so that is not certain. I do know that it did not come from the south or north. It landed approximately one mile east from the summit.



A Memorial Service After the Crash



Laborers Building the Monument at the Crash Site; To the Left is the Path the Plane Cut.

What was onboard the plane?

Besides the passengers, all that was probab'ly on the plane was various weapons to be transported to Rhode Island.

At the time of the crash...

Many residents of Peru said to have seen a flash and a large low flying plane crash into Garnet Peak. Immediately, people from around town tried to make their way up the mountain in the dark. As this was one of the most inaccessible summits in the state, woodsmen came from every nearby town to clear a path to the site.

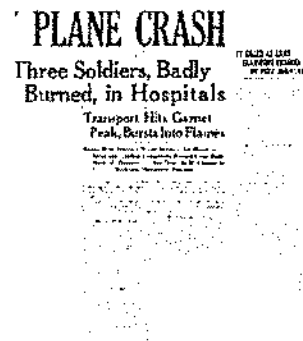
Residents came upon a man stumbling around attempting to rescue the others from the plane. He had drug four out, but two had already died. The three badly burned people were rushed to hospitals and were deemed to have a 50/50 chance of surviving the incident.

Immediately Afterward...



The Cross and Flowers

Almost instantly, the first stories of the crash appeared in papers. It was ranked with the nation's worst military air disasters. A cross was placed at the scene, along with many flowers. The plane was not completely removed for at least four



Newspaper Article From August 16, One Day After The Crash

years, however, as at the dedication, a large pile of scrap metal was piled neatly near the monument.

The military took hold of the situation quickly, and blocked the public from coming to the wreckage for a two-mile radius around the crash site. All bodies were to be removed by midnight on the 17th of August. At this point, they had not decided how to remove the plane due to the remote location.

A permanent memorial was already being planned to replace the simple cross. A fund was established for such and several families of the soldiers contributed. Within a couple of years, a memorial was built for the site made of stone with a bronze plaque.

The Memorial and the Mountain...



The Monument as of 2006

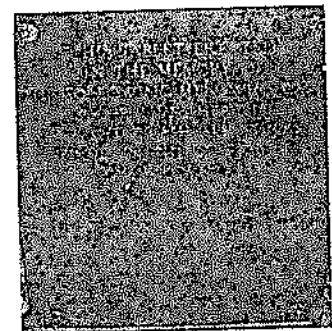
many types of vehicles, but the road is very rough, and depending on the condition of it at the particular time, even the trucks with the highest ground clearance can hit ground.



The Tree Cover at the Peak

Assuming you parked at the beginning of the mountain access road, you would walk about $\frac{3}{4}$ of a mile to the trail to the monument on the left. From the start of this trail, it is a short distance of walking to get to the monument.

If you were to continue past the trail to the monument, within a $\frac{1}{4}$ mile you would come to a fork in the road. The right side of the fork descends to Garnet Lake, while the left side ascends to the peak of the mountain for another $\frac{1}{3}$ of a mile. The peak offers a fire pit, good views, and, if you know where to look, a large amount of Garnets.



The Plaque

Full size photos and over ten newspaper articles regarding the crash can be found at <http://mysite.verizon.net/wildperu>. Simply go to the "Location Photos" menu, and click on "Garnet Mountain Monument."