

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

**AIRCRAFT ACCIDENT AND
INCIDENT REPORTS**

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

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WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. **1**

(1) Place APC 520, U. S. Army (2) Date 19 March 1944 (3) Time 10:30
 AIRCRAFT: (4) Type and model B-24H (5) A. F. No. 41-28606 (6) Station APC 520
 Organization: (7) 15th AF (8) 454th Bomb Gp (9) 739th Bomb Sq (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
	P. GREEN, Edwin H.	P	0-681390	2nd Lt	15	AC	15th AF	None	None
	C. COYLE, Richard N.	CP	T-122640	F/O	17	AC	"	"	"
	H. WOODWARD, Ray R.	N	0-609722	2nd Lt	15	AC	"	"	"
	B. WHITMILL, R. C. (IO)	B	0-751623	2nd Lt	15	AC	"	"	"
	E. LARSON, Raymond B.	E	16026670	T/Sgt	20	AC	"	"	"
	R. RUIZ, Charles F.	R	39544705	T/Sgt	20	AC	"	"	"
	A. WILSON, James J.	AE	32374369	S/Sgt	18	AC	"	"	"
	A. BISHOP, Eric E.	AG	34445126	S/Sgt	18	AC	"	"	"
	A. BUCK, Leslie C.	AG	36557613	S/Sgt	18	AC	"	"	"
	A. WRIGET, Joseph (MMI)	CG	32506143	S/Sgt	18	AC	"	"	"

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

(20) GREEN EDWIN H. (21) 0-681390 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 15th AF (26) 454th Bomb Gp (27) 739th Bomb Sq (28) APC 520
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) --- (30) --- (31) --- (32) ---
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 5-24-43 Present rating (35) Pilot (36) 5-24-43 Instrument rating (37) ---
(Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type B-24 448:50 (42) Instrument time last 6 months. ---
 (39) This model B-24 168:00 (43) Instrument time last 30 days. ---
 (40) Last 90 days --- 137:40 (44) Night time last 6 months. ---
 (41) Total --- 631:05 (45) Night time last 30 days. ---

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>B-24</u>	<u>Left landing gear broke off. Lower fuselage damaged. Right wing tip damaged.</u>
(47) Engine(s) <u>---</u>	
(48) Propeller(s) <u>1 damaged</u>	

(50) Weather at the time of accident CAVU - Wind estimated to be between 5 and 10 miles per hour.

(51) Was the pilot flying on instruments at the time of accident No.

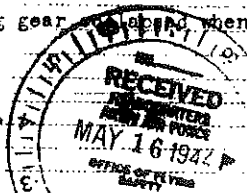
(52) Cleared from San Giovanni (53) To Target & Return (54) Kind of clearance 0

(55) Pilot's mission Combat

(56) Nature of accident Airplane ran off end of runway and right landing gear striking ditch.

(57) Cause of accident landed too far down on runway with heavy load.

(58) HAS FORM #54 BEEN SUBMITTED: Not necessary



DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

It is the belief of the Accident Board that this accident is attributable to 75% pilot error and 25% circumstances. The airplane had returned to base after flying only two hours and landed with a full load of bombs. It had taken off with a full load of gasoline.

The Wind was estimated to be between five and ten miles per hour.

Pilots of this Unit have been instructed not to land back at the base unless the bombs have been dropped or the airplane has been flown a minimum of four hours. It is believed that this should prevent a repetition of this type accident. Also the ditch at the end of the runway has been filled.

James D. Jamison
JAMES D. JAMISON,
Captain, Air Corps,
Investigating Officer.

Corwin C. Grimes
CORWIN C. GRIMES,
Captain, Air Corps,
Investigating Officer.

Signature

James A. Gunn III
(Investigating Officer)
JAMES A. GUNN, III,
Lt. Col, Air Corps,
Senior Officer - Aircraft
Accident Investigation
Board.

Date

19 March 1944 DATE
 APO #520 STATION
 454th Bomb. Gr. (H) AIRLINE MODEL
 B-24H

T/Sgt Raymond E. Darrow CREW CHIEF OR AERIAL ENGINEER
 739th Bomb. Sq. (H) SQUADRON NO AND TYPE
 41-28608 AIRPLANE SERIAL NO

PERS. CLASS	PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE DIRECTED LOCALLY	ALWAYS ENTER DUTY STATIONS WHICH APPLY - CABLE, ENTER N, NIGHT OR INSTRUMENT ENTER TIME FLOWN THEREUNDER					FLIGHT DATA			
			DUTY	N OR I	DUTY	N OR I	CITY		TERMINALS AND MISSION		
			1	2	3	4	5	6	7	8	9
01	Green, Edwin H. 2nd Lt. O-681390										10:40
18	Coyle, Richard N. P/O T-122540										12:40
18	Whitmill, R. C. 2nd Lt. O-751623										2:00
18	Woodward, Ray R. 2nd Lt. O-689722										
20	Darrow, Raymond B. T/sgt. 16026670										
38	Ruiz, Charles F. T/sgt. 39514705										
38	Bishop, Eric E. S/sgt. 34445126										
38	Willson, James J. S/sgt. 32374369										
38	Wright, Joseph (NMI) S/sgt. 32506143										
38	Buck, Leslie C. S/sgt. 36557613										

CERTIFIED CORRECT:

James A. Schmitt
 JAMES A. SCHMITT III
 Lt. Col., Air Corps,
 Deputy Group Commander.

WAR DEPARTMENT FORM NO 1 TENTATIVE (2-3-41)
 CHECKED: LEGIBLE AND CORRECT
 TRANSCRIBED: TOTAL FLIGHT ON FORM 1A
 CLERK: [] TOTAL FLIGHT TIME: 2:00

WAR DEPARTMENT
A - 7
FORM NO. 1A
TENTATIVE 12-16-41

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS			SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	DATE OF OR MONTHS ELAPSED	INSPECTED TODAY		SERV. ICED	FUEL (GALLONS)				OIL (QUARTS)				REMARKS		
		BY	STATION		IN TANKS	NO. 1	NO. 2	NO. 3	NO. 4	IN TANKS	NO. 1	NO. 2		NO. 3	NO. 4
PREFLIGHT															
DAILY															
25 HOURS															
50 HOURS															
100 HOURS															
150 HOURS															

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY	EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION		
COMPARTMENT					
CUNNIFY					
CHEMICAL					
COMMUNICATIONS					
PHOTOGRAPHIC					
NAVIGATION					

EXCEPTIONAL RELEASE
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GUARANTEED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT: 1 2 3 4

REMARKS, DEFECTS AND MECHANICS: SEE SYSTEM DEFECTS INSIDE FRONT COVER

ENGINE DATA

NO. 1

NO. 2

NO. 3

NO. 4

CERTIFIED CORRECT:

AIRPLANE AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE				
HOURS TODAY				
TOTAL				
PLANE				
HOURS TO DATE				
HOURS TODAY				
TOTAL				

James A. Stewart

JAMES A. STEWART
1st. Col., Air Corps,
Deputy Group Engineer

ENGINE DATA	AIRPLANE DATA	AIRPLANE OIL DATA

(US RESTRICTED-Equals BRITISH RESTRICTED)

739TH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer
APO 520 U S Army

C/Of'r

SUBJECT: Aircraft Accident on Plane #41-28608

TO : Group S-3, 454th Bombardment Group (H) AAF, APO 520 US Army.

1. Co-Pilot and I went to Airplane immediately after our briefing was finished. Enlisted Personnel of crew were already at plane, checking plane and equipment.

Found hydraulic leak in tail turret and after finally locating Armament man to repair that we found loose charging plate on one tail turret gun which had to be repaired, also had defective oxygen regulator at left waist gun position. Also suspected malfunction in ball turret because of write up on previous flight form with no clearance on subsequent form.

Work on tail turret delayed our take-off until 1041.

After take-off we joined the only formation we were able to see and flew with them in number 31 position until, approximately 1140, when the number 23 plane left formation and we moved to his position.

At that time our ball turret gunner reported that a plate had blown off his turret and that he was suffering from intense cold due to air blowing directly in the turret.

At 1151, I decided that the box we were in was too far behind the wing formation which I saw approximately thirty to forty miles ahead, to catch them before we were deep within enemy territory. That along with the facts that the plate was off in the ball turret and one gun in the ball turret was reported inoperative influenced me to turn back.

Flew direct course back to base and flight was uneventful.

Started calling Carol Tower upon reaching immediate vicinity of field and continued to call for landing instructions with no results while circling the field twice.

Decided to land on west runway to the north because I was uncertain as to the condition of east runway.

~~Co-pilot~~ landed ship smoothly and touched the runway approximately one-third the distance of the runway from the south end of runway.

As we crossed the middle of runway, I told him to get the nose wheel on the ground and start applying brakes. He immediately did so and when I failed to notice any perceptible decrease in speed, I took over and started applying brakes as hard as was possible. Brake pressure was up but brakes didn't respond as effectively as I expected.

When I realized that we were not going to be able to stop by the time we reached the end of the runway, I decided to swerve to the left to miss the dirt at the end of the runway. By the time I saw that the ~~end~~^{edge} at the end of the runway, extend on west and that we were going to hit it, it was too late to try to avoid it.

Hit the ditch and blew out the nose wheel tire. The right landing gear was broken as we crossed the ditch.

As soon as the plane stopped we immediately turned off all switches and abandoned the plane.

Edwin H. Green
EDWIN H. GREEN,
2nd Lt., Air Corps,
Pilot.

(US RESTRICTED, Equals BRITISH RESTRICTED)

739TH BOMBARDMENT SQUADRON (B) AAF
Office of the Operations Officer
APO 520 U S Army

v/pse

SUBJECT: Aircraft accident on Plane #41-28608.

TO : Group C-3, 454th Bombardment Group (B) AAF, APO #520 US Army.

1. Below is a statement from the Engineer who was flying in Plane #41-28608 at the time of the accident.

Upon checking the chip and the form 1A, I found that two malfunctions on the rear and ball turrets had been written up from the previous day, but no action was taken as far as the form 1A indicated. We found the hydraulic leak in the ball turret on pre-flighting it. The ball turret malfunction was still in doubt because of not being able to lower the turret and check it on the ground. Maintenance on the ball turret was done, but was well over the time of take-off by then. The pilot decided to take-off anyway and check the ball turret in flight. We were the last ship to take-off. On course over the water we checked the ball turret and found the right gun inoperative. The gun inspection plate blew off in flight, also, on the ball turret. This causing a bad gush of air in the turret. I operated my top turret and found the azimuth hand clutch would dis-engage at intervals. This also was written up on the form 1A, but was O.K.'ed. The pilot was notified and because of these malfunctions and our position which was well behind the Group, we turned back. Upon landing we hit the runway about one-third the way up. We used the 455th's runway, the same one we took off on. The pilot and co-pilot tried to contact the tower but couldn't. After hitting the ground, the pilot started to apply the brakes. The brake pressure was as should be. About one-hundred (100) yards from the end of the runway, I was sure we would stop in ample space, but the last twenty-five (25) yards, the ship did not stop as should have. We hit the ditch at the end of the runway and the right landing gear broke. The left stayed intact. I was the first one out and extinguished a small fire in No. #3 engine.

Raymond B. Darrow
RAYMOND B. DARROW,
T/Sgt., Air Corps,
Engineer.

21 March 1944

Aircraft Accident on Plane #41-28608

S T A T E M E N T

We took off at 10:40 after delays due to turret trouble, hydraulic leak in tail turret and ball turret written on form but not as fixed. There was also trouble with oxygen regulator in left waist station. The tail turret was fixed with safety wire and electrician tape. There was another delay prior to take-off due to changing runways so we waited until the 455th Bomb Group had taken off.

We joined formation in which we took off with, planning to join our position when we caught up with them. We flew number seven (7) in the high right of the second attack unit. Our original position was number three (3) of high right in first attack unit. We drew 2400 R.P.M. and approximately 45" Hg. until we reached the Yugoslavian coast. The main formation was at least 30 to 40 miles ahead of us at that time. A plate came off the ball turret so we turned around for the base at 11:51.

We came to the base and called in to the tower three times for landing instructions, meanwhile circling the field twice. We decided to land on the same runway we took off of and I made the landing. About half way down the runway we put the nose wheel down and started to apply brakes. The Pilot then took over and applied brakes himself. We appeared to be slowing down gradually but not enough. As we neared the end of the runway we weren't going slow enough to make a safe turn so swerved slightly to the right to miss dirt piles, unaware of ditch. We hit ditch consecutively and sheared off right landing gear and No. #4 prop. I cut switches and we all left airplane.

Richard M. Coyne
RICHARD M. COYNE,
Flight Officer, Air Corps,
Co-pilot.

