

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

45-8-4-508

(1) Place APC 520 U. S. Army (2) Date 4 August 44 (3) Time 1700  
 AIRCRAFT: (4) Type and model B-24H (5) A.F. No. 41-28815 (6) Station APC 520  
 Organization: (7) 15th Air Force (8) 454th BG (H) (9) 759th Bomb Sqdn (H)  
 Command & Air Force (Group) (Squadron)

PERSONNEL **BH**

UTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	CLASS (15)	BRANCH (16)	COM AND (17)	RESULT TO PERSONNEL (18)	USE O. PARACH (19)
	P. HOGAN, ARTHUR F.	P	0-899871	2nd Lt.	18	AC	15 AF	Uninjured	No
	OP SELHEIM, LLOYD J.	P	0-714200	2nd Lt.	18	AC	15 AF	Uninjured	No
	B. MITCHELL, WILLIAM	B	0-708624	2nd Lt.	18	AC	15 AF	Blacked	No
	M. SPATT, S. D.	M	0-489929	Capt.	18	MC	15 AF	Uninjured	No
	E. KISSE, PAUL D.	E	3681060	S/Sgt.	20	AC	15 AF	Minor	No
	P. SHUK, GEORGE	P	3689716	S/Sgt.	20	AC	15 AF	Major	No
	W. GLIBBE, VERNON F.	W	3722672	S/Sgt.	20	AC	15 AF	Uninjured	No

RECEIVED  
 HEADQUARTERS  
 ARMY AIR FORCE  
 AUG 23 1944  
 OFFICE OF THE  
 SAC

20) HOGAN, ARTHUR F. (21) 0-899871 (22) 2nd Lt. (23) 18 (24) AC  
 (Last name) (First name) (Serial No.) (Rank) (Pers Class) (Branch)  
 Assigned (25) 15th Air Force (26) 454th BG (H) (27) 759th (28) APC 520  
 Command & A.F. (Group) (Squadron) (Station)  
 Attached for flying (29) 15th Air Force (30) 454th (31) 759th (32) APC 520  
 Command & AF (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 12-5-43 Present rating (35) Pilot (36) 12-5-43  
 Rating Date Rating Date  
 Instrument rating (37) \_\_\_\_\_ (Date)

FIRST PILOT HOURS (at the time of this accident.)

38) This type	<u>70:25</u>	(42) Instrument time last 6 months	
39) This model	<u>2:25</u>	(43) Instrument time last 30 days	
40) Last 90 days	<u>57:40</u>	(44) Night time last 6 months	
41) Total	<u>548:05</u>	(45) Night time last 30 days	

AIRCRAFT DAMAGE **MF**

(44) LIST OF DAMAGED PARTS

46) Aircraft	<u>W</u>	<u>S</u>	<u>W</u>	<u>W</u>	<u>W</u>	Aircraft completely destroyed.
47) Engine(s)	<u>W</u>	<u>S</u>	<u>W</u>	<u>W</u>	<u>W</u>	
48) Propeller(s)	<u>W</u>	<u>S</u>	<u>W</u>	<u>W</u>	<u>W</u>	

50) Weather at the time of accident CAVII **EH**

51) Was the pilot flying on instruments at the time of accident No  
 52) Cleared from San Giovanni 185 (53) to Local 162 (54) Kind of clearance Contact

55) Pilot's mission Local test flight, slow flying # 3 engine.

56) Nature of accident Crash landing. **85**

57) Cause of accident # 3 engine ran out of oil and was feathered, # 2 engine failed to function properly.

RECEIVED  
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 ARMY AIR FORCE  
 AUG 23 1944

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DESCRIPTION OF ACCIDENT

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

There are conflicting reports made by the Pilot, Co-Pilot and Engineer, none of which had definite statements upon having noticed the fuel pressure or cylinder head temperature during last few minutes of flight. The Engineer states that the manifold pressure increased 50" when the emergency quadrant was fully on. At the time number three engine was feathered, the Engineer turned the fuel valve off on what he thought to be number three engine. However when we investigated the ship we found number three engine fuel valve still in the on position but number two was in the off position.

The prop governors were taken off of number one, two and four engines and placed on another engine. Without changing their setting all three prop governors produced 2700 RPM. It is possible that accidentally number two fuel valve could have been turned to the off position and number three fuel valve turned to the on position by some of the rescue party which aided in the rescue of the Radio Operator who was trapped in the cockpit.

It is the opinion of the Accident Board however that number two fuel valve was turned to the off position by the Engineer instead of number three and the crew in their excitement did not discover this. Thus with number three engine feathered and number two engine windmilling it was impossible to maintain flying speed, thus causing the crash.

Corrective action taken: The accident board has talked at some length with the Pilot, Co-Pilot, and Engineer of this crew explaining in detail the cockpit check that should be made in like emergency. These three men have demonstrated their ability to operate satisfactorily B-24 type aircraft under similar conditions. All pilots and Engineers of this organization have had this accident brought to their attention and the correct procedure to be followed under similar circumstances.

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

*James D. Jamison*  
JAMES D. JAMISON,  
Major, Air Corps,  
Investigating Officer.

*William R. Grady*  
WILLIAM R. GRADY,  
Captain, Air Corps,  
Investigating Officer.

Signature \_\_\_\_\_



454th Bomb Group (H)  
739th Bomb Sq. (H)

APD 5EJ STATION  
S/Sgt. Paul O. Kings  
CREW CHIEF OR AERIAL ENGINEER

B-24 B AIRCRAFT MODEL  
41-28815 AIRCRAFT SERIAL NO.

PERSON CLASS	NAME - RANK - ORGANIZATION	USE DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE. ENTER TIME FLOWN THEREUNDER							FLIGHT DATA				
			DUTY	N	O	R	I	DUTY	N	O	R	I	TERMINALS AND MISSION	NO. OF LANDING
18	BOGAN, A. F. 2nd Lt., O-699671	P										FROM: APO 520	15:25	
18	SHARON, L. J. 2nd Lt., O-711200	CP										TO: Local	17:00	
18	KETCHER, W. 2nd Lt., O-706624	B										MISSION: T	2:25	
18	SPALT, S. D. Capt., O-483929	M										FROM:		
20	ALINE, P.O. S/Sgt., 15081060	B										TO:		
38	SHUK, G. S/Sgt., 36592716	B										MISSION:		
38	CLINE, V. F. J/Sgt., 37225133	W										FROM:		
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739TH BOMBARDMENT SQUADRON (H) AAF  
Office of the Operations Officer  
APO 520  
US Army

G/AFM

10 August 1944

SUBJECT: Statement on Aircraft Accident, Plane 41-28815.

TO : Operations Officer, 454th Bombardment Group (H) AAF, APO 520 US Army.

1. We took off from San Giovanni Field with the regular power settings and made the normal required power reductions after we had left the ground we climbed to 4,500 feet using 35", 2400 RPM. On reaching that altitude we reduced power to 30", 2100 RPM. We checked the A-3 auto pilot which took about twenty minutes. Just as we finished the check the engineer said #3 engine was smoking. At that time we were approximately over Gerigola and we came back to the field pulling about 15" on #3 engine, however we still had 2100 RPM. Being so close to the field I thought it wouldn't help to reduce RPM as we would have to increase it as soon as we were in the traffic pattern. To get from Gerigola to our traffic pattern took a very short time. We entered the traffic pattern almost at the base leg planning to land on the east runway. Just as we were entering the co-pilot called the tower and they told us to land on the west runway. There was another plane coming in on the correct base leg. To prevent wasting any time I decided to make a 270° turn and come in on the approach. We had already finished the check list, and had four engines running. Just before we started to turn we raised the gear. We had 1500 feet altitude at that time. About one quarter way around the turn #3 engine went out and we feathered it. At that time I shallowed out my bank a little and increased my manifold pressure to 40". After a very few seconds our air speed started to drop from the 150 MPH which I had been holding. I told the co-pilot to increase RPM and manifold pressure. He said the RPM would not respond. All this time we had already sacrificed altitude for air speed. I did not know the altitude at that time, because I was flying pilotage. After we had tried emergency manifold pressure and RPM was out could get no power, I looked for a field. I saw that we couldn't possibly make our base field as there were brick buildings ahead of us at our altitude. We turned to a field and made a crash landing. All turns were made away from the dead engine. The co-pilot told the tower we were hitting. As I cut off the small amount of power we did have, the Engineer called to the co-pilot to cut the switches. I have no idea what made the other three engines fail to respond when we tried to get power, unless there was an electrical failure. After the accident the Bombardier said he could not uncock his bomb releases on the racks.

*Arthur F. Ryan*  
ARTHUR F. RYAN,  
2nd Lt., Air Corps,  
Pilot.

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

C/PDK

10 August 1944

SUBJECT: Statement on Aircraft Accident, Plane 41-28815.

TO : Operations Officer, 454th Bombardment Group (H) AAF, APO 520, US Army.

1. #3 Engine had developed an oil leak and had to be feathered. Then after starting to come in for a landing found no power on the other three engines. The props didn't respond to controls. This I think was due to electrical failure as before the bomb releases failed to work.

*Paul O. Kline*

PAUL O. KLINE,  
S/Sgt., A. C.  
Engineer

August 9, 1944.

TO WHOM IT MAY CONCERN:

Aircraft No. 815 cracked up while trying to land on this field August 4, 1944 at 1630. The pilot contacted the tower for landing instructions and was instructed to land to the north. He was warned by the tower operator on duty that there was a strong cross wind.

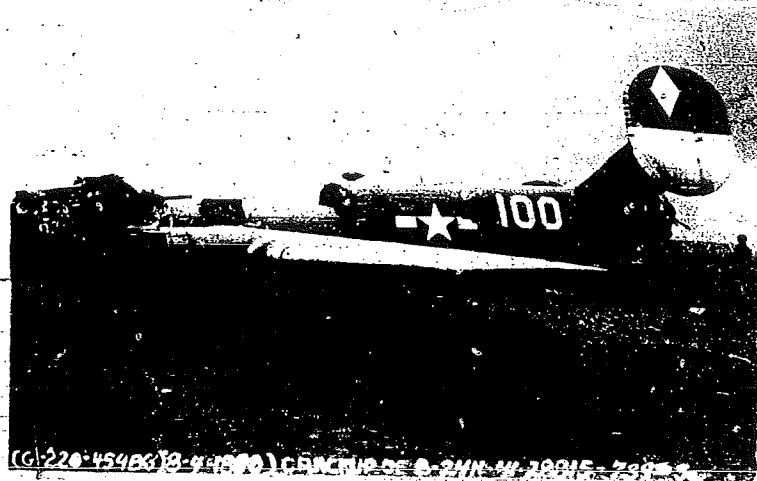
This aircraft made a good approach, but apparently went out of control with the strong cross wind. The last message received from the pilot was that his ship was going down, and the tower operator watched it crack up approximately one mile south of Carol Tower.

*Raymond L. Artusy*

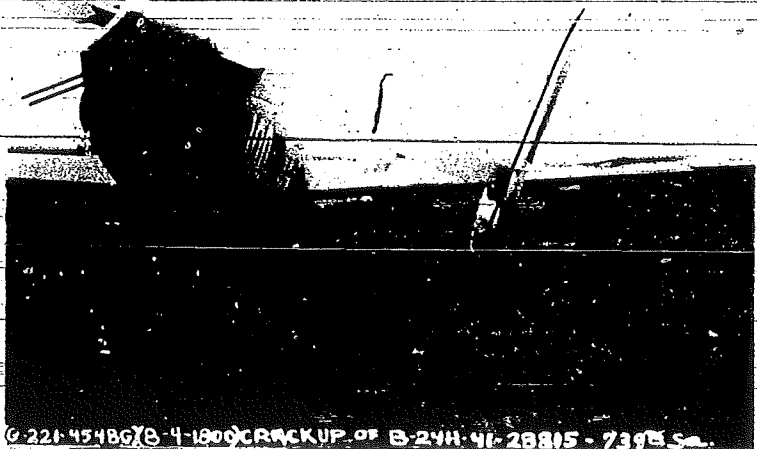
RAYMOND L. ARTUSY, Capt., AC,  
Flying Control Officer  
455th Bomb Group



(G-222-45486) 8-4-1980 CRACKUP OF B-24H-41-28815-7395 S.



(G-222-45486) 8-4-1980 CRACKUP OF B-24H-41-28815-7395 S.



(G-222-45486) 8-4-1980 CRACKUP OF B-24H-41-28815-7395 S.