

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~~ Beginning 1 January 1941)

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U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ~~INCIDENT~~ DAMAGE

1) Place San Giovanni Airfield (2) Date 1 Sept. 1944 (3) Time 0515
 AIRCRAFT: (4) Type and model B-24H (5) I.F. No. 42-52311 (6) Station AI 520
 Organization: (7) 15th AF (8) 454th Bomb Group (H) (9) 736th Bomb Sq. (H)
Command & Air Force (Group) (Squadron)

PERSONNEL B.H. 7785

NAME (Last name first)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	A.F. OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUT (19)
Chief: <u>BARTOLOTTA, Frank J.</u>		<u>52431557</u>	<u>Sgt. W.</u>		<u>AC</u>	<u>15th AF</u>	<u>None</u>	<u>No</u>



1) Bartolotta Frank J. (21) 52431557 (22) W (23) (24) AC
 (Last name) (First) (Middle Init.) Social No. Rank Para Class Branch
 signed (25) 15 (26) 454 BH (27) 736 BH (28) AI 520
 Command & A.F. Group Squadron Station
 attached for flying (29) (30) (31) (32) 7785
 Command & AF Group Squadron Station
 original rating (33) (34) Present rating (35) (36) (37)
 Rating Date Rating Date (Date)
 instrument rating (37) None (Date)

INST PILOT HOURS (at the time of this accident)

) This type	(42)	Instrument time last 6 months
) This model	(43)	Instrument time last 30 days
) Last 90 days	(44)	Night time last 6 months
) Total	(45)	Night time last 30 days

AIRCRAFT DAMAGE None

DAMAGE	(49)	LIST OF DAMAGED PARTS
) Aircraft	<u>W S</u>	
) Engine(s)	<u>W S W S W S W S</u>	
) Propeller(s)	<u>W S W S W S W S</u>	

) Weather at the time of accident AA

) Was the pilot flying on instruments at the time of accident

) Cleared from None (53). None (54) Kind of clearance S

) Pilot's mission 40

) Nature of accident Aircraft caught fire and exploded.

) Cause of accident Undetermined.

(56) Has Form 54 been submitted? Form 54 attached.

86

DESCRIPTION OF INCIDENT

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

Aircraft destroyed by fire and explosion of undetermined origin (See attached Unsatisfactory Report). An investigation was conducted by Counter Intelligence Corps but no evidence of sabotage has been forthcoming. Every effort is being made to keep the area under the flight deck in the vicinity of the power plant free of inflammables. Crew chiefs have been instructed to leave the auxiliary hydraulic pump in the "off" position until after the battery switches and main line switch are placed in the "on" position. Crew chiefs have also been instructed to make a visual inspection of the auxiliary power plant, batteries, and allied wiring preparatory to placing the battery switches and main line switch in the "on" position.

James F. Mears
JAMES F. MEARS,
Major, Air Corps,
Investigating Officer.

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

William R. Large, Jr.
WILLIAM R. LARGE, Jr.,
Lt. Col., Air Corps,
Senior Officer - Aircraft
Accident Investigation Board.

Signature _____

5 September 1944

APD 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 42-52311

On September 1, 1944, at approximately 0515, I was working on Ship 311, preparing it for preflight. When I threw on the switch, fire came out from under the flight deck. I put the fire extinguisher on but it didn't seem to do any good. I then jumped out the top hatch and off the top of the airplane. I ran to the road and M/Sgt. Rorer was coming down the road in a weapons carrier. I stopped him and told him that my airplane was on fire and asked him what to do. He looked and said "let's get everybody out of here and get the fire department". We warned a few men in the vicinity and from there we went to the fire department. As soon as we got there the fire fighter personnel got into their truck and were about to start towards the fire when the ship blew up. We started back to see what we could do to help and got into the 736th area when we noticed 285 was also on fire and we turned around and left.

Frank J. Bartolotta
FRANK J. BARTOLOTTA, 32431557
M/Sgt., Air Corps,
736th Bomb Squadron (H).

APO 520
2 September 1944

S T A T E M E N T

On September 1, 1944, at approximately 0615, I was delivering flak suits. I had just delivered the suits to ship 914 and was headed for 622 to deliver some suits when the Crew Chief in 311 stopped me. He told me his airplane was on fire and I looked in the nose and the whole nose section was on fire. I told the crew in 622 the plane was on fire and to get out. The parachute man ran up to 914 and warned the Crew Chief there. We told the two guards in the vicinity to shoot their guns to attract attention to the fire and immediately proceeded to the fire department. As the fire fighter personnel started out, 311 blew up. We came up to see if couldn't stop the fire in the other planes but 285 had already caught fire and we saw there was nothing we could do. We started towards the 737th Squadron Engineering area when 285 blew up. We then hit the dirt until the explosions stopped and then headed for the 736th Squadron Engineering Officer's tent.

Harold L. Rorer
HAROLD L. RORER, 13045676
E/Sgt., Air Corps,
736th Bomb Squadron (H).

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APC 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 41-26914

On September 1, 1944, at approximately 0515, I had just finished preflighting ship 314 and started to get out of the cockpit when the parachute man who had been delivering the flak suits came in the cockpit telling me that ship 311 was on fire. I jumped out of the plane and saw that it looked as though the fire was in the nose of ship 311 and then I ran just as fast as I could to get out of the way. I was in a fox hole in the 736th area when I heard the explosions.

A. R. Brittingham
A. R. BRITTINGHAM, 32260627
W/SGT., Air Corps,
736th Bomb Squadron (H).

APC 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 42-50285

On September 1, 1944, at approximately 0515, I was preparing ship No. 265 for preflight. I had two engines to hand mesh and those two started first. My put-put stopped and I sent my helper back to start it again. At that time I happened to see a red light toward 311 so I cut my engines and switches and got up to the top hatch to see what was causing the light. It looked like the flame was coming out of 311 out the top hatch. I went to the back of the airplane to get my helper, Sgt. Davis, and hollered for him until he got there. I had the bomb-bay doors open and we got out. I asked him if he thought we could get the plane out. He said he didn't think so and when I saw the flame from outside, I realized it was too late to try to taxi out. We ran as fast as we could and just made it behind the 736th Engineering Office when 311 blew up. We watched for 265 and we saw it catch fire at the command deck. From then on we kept on running to get as far away as we could.

Harold R. Carroll
HAROLD R. CARROLL, 35398573
T/Sgt., Air Corps,
736th Bomb. Squadron (H).

HEADQUARTERS COMPANY "K" 366TH INFANTRY
APO #520, U. S. Army

1 September 1944

S T A T E M E N T

On 1 September 1944 I went on guard at 0400. After I had been on post at least 30 minutes I saw the first person. He was in a truck before he went on a heartstand called "Delayed Action". He didn't get out of the truck, but acted as if he was looking at the number on the ship. He didn't stay there very long, before he pulled out on the road again. He went down the road, when he reached the corner he turned left. I didn't see him anymore, but shortly after another fellow walked down, he went to number 17 heartstand. He started to crank the ship up, then two more fellows came down the road. They kept on going by my post. Then two more came along, one of them went to "Delayed Action" heartstand, the other one kept on going. I didn't notice where he went. I then moved on up to the last ship on my post, that was #1 ship. I stayed up there about ten minutes before the fellow came along to start #1 ship. Then I moved onto the road stayed there about ten minutes, I heard "Delayed Action" ship start up. Since all of the ships on my post were taken over by the ground crew, I was then relieved. I had been in my tent ten minutes, which at time was about 0600, then I heard the guards on the next post shooting. I came back out and saw a fire on my post, and then took cover.

J. L. Stanley

J. L. STANLEY 34521753,
Pvt 1 cl, Company "K", 366th Infantry.

HEADQUARTERS COMPANY "K" 366TH INFANTRY
APO #520, U. S. Army

1 September 1944

S T A T E M E N T

On 31 August I went on post at 2400. After being posted, I made a check of all planes on my post. I didn't see anyone around during my tour of duty. I was relieved from y post at 0400.

Realious Johnson

REALIOUS JOHNSON 32090490,
Pvt 1 cl, Company K, 366th Infantry.

HEADQUARTERS COMPANY "K" 366TH INFANTRY
APO #520, U. S. Army

1 September 1944

S T A T E M E N T

On 31 August 1944 at 2000 I was placed on guard, my post being #9 and 10. After arriving on post, I found a crew loading bombs on "Delayed Action", and another ship. After loading they fused the bombs; during the time they were fusing, they had the put-put running. To the best of my knowledge they finished at 1030. I didn't see anyone around my planes during the rest of my tour of duty. I was relieved from post at 2400. I told the guard that relieved me that everything was alright.

Reuben Landrum

REUBEN LANDRUM 31069791,
Pvt 1 cl, Company K, 366th Infantry.

UR **W.A.S. DEPARTMENT**
AAF Form No. 54
 (Revised 2-18-43)

~~RESTRICTED~~
W.A.S. DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

LEAVE BLANK

TO BE FILLED IN BY STATION	
Station Serial No. 44-1356 *	Date Submitted 9-2-44

(See AAF Reg. 15-54 for information on Proper Use of this Form)

A.S.C. Serial No.	Refer to	Class

STATION APO 520 - 557th Service Squadron		ORGANIZATION 738th Bomb Sqdn (H), 454th Bomb Gp (H)	
SUBJECT OF REPORT	Property Class-Name 01 Aircraft, Bombardment - B-24H	Manufacturer Ford Motor Co.	AAF Order or Shipping No.
AIRCRAFT - Model & AAF Serial No.		ENGINE - Model & AAF Serial No.	UNIT OR ACCESSORY - Type, Model and Serial No.
AIRCRAFT REPORTS ONLY	LAST D.I.R. - Depot New	Date	Flying Time Since 553:20
ENGINE REPORTS ONLY	LAST OVERHAUL - Depot	Hours Since	Total Flying Time 553:20
PART	Name Aircraft, Bombardment Heavy - B-24H		Part Drawing, Serial and Specification No.
	Time in Use 553:20	Quantity on Hand 6	Quantity Known Defective 1
Indicate by <input checked="" type="checkbox"/> Disposition of Exhibit		<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions
<input type="checkbox"/> Sent Under Separate Cover		<input type="checkbox"/> Sent in Attached Package	<input type="checkbox"/> Repaired and Returned to Service
<input type="checkbox"/> Disposed of (Explain Below.)		<input type="checkbox"/> To Overhaul Facility (INITIALS.)	

(GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
 (Use Only Applicable Spaces Above - Avoid Unnecessary Repetition)

EXPEDITE

On the morning of 1 September 1944 at approximately 0500 hours the crew chief of B-24H airplane, AAF serial #42-52311, M/Sgt F. J. Bartollota, this organization, was at subject airplane for the purpose of performing a routine preflight inspection in preparation for a combat mission. M/Sgt Bartollota removed the Martin turret and pilots enclosure cover, dust excluders from the engines and turned the propellers through by hand in preparation for starting and preflighting the engines. He then returned to the flight deck cockpit, turned on the main line and battery switches, then as he turned to go down under the flight deck to start the auxiliary power unit he observed that the well in the flight deck floor was full of flames which were originating somewhere in the compartment under the flight deck. The flames did not originate in the bomb bay but were forward of station #4.

The crew chief attempted to put out the fire by use of the CO2 extinguisher mounted on the flight deck but it seemed to have no effect on the fire. He could not escape from the airplane through the bomb bay because the flames were too high so he climbed through the escape hatch and jumped from the top of the fuselage to the ground.

~~RESTRICTED~~

UR **ROUTING**

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL
 HQ: AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

UR

TO BE FILLED IN BY STATION	
Station Serial No. 44-1356	Date Submitted 9-2-44

UNSATISFACTORY REPORT
(See AAF Reg. 15-54 for information on Proper Use of this Form)

LEAVE BLANK		
A.S.C. Serial No.	Refer to	Class

STATION APO 520 - 557th Service Squadron		ORGANIZATION 736th Bomb Sqdn (H), 454th Bomb Gp (H)	
SUBJECT OF REPORT 01 Aircraft, Bombardment - B-24H	Manufacturer Ford Motor Co.		AAF Order or Shipping No.
AIRCRAFT - Model & AAF Serial No.		ENGINE - Model & AAF Serial No.	
UNIT OR ACCESSORY - Type, Model and Serial No.			
AIRCRAFT REPORTS ONLY LAST D.I.R. - Depot New	Date	Flying Time Since 553:20	Total Flying Time 553:20
ENGINE REPORTS ONLY LAST OVERHAUL - Depot	Hours Since	Depots and Hours At Each Previous Overhaul	
Name Aircraft, Bombardment Heavy - B-24H		Part Drawing, Serial and Specification No.	
Time in Use 553:20	Quantity on Hand 6	Quantity Known Defective 1	No. Previous Failures None
Manufacturer Ford Motor Co.		Inspector's No. or Identification	
Indicate by <input checked="" type="checkbox"/> Disposition of Exhibit	<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent Under Separate Cover
<input type="checkbox"/> Sent in Attached Package	<input type="checkbox"/> Repaired and Returned to Service	<input checked="" type="checkbox"/> Disposed of (Explain Below.)	<input type="checkbox"/> To Overhaul Facility (INITIALS.)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above - Avoid Unnecessary Repetition)

EXPEDITE

The airplane subsequently exploded for it was loaded with 500 lb. GP bombs, and, in so doing, set another airplane on fire and caused it to explode and also caused extensive damage to five other airplanes of this organization.

The crew chief was in the habit of leaving his auxiliary hydraulic pump switch in the "on" position at all time when the airplane was on the ground.

An investigation is being made by the Counter Intelligence Corps but no evidence of sabotage has been found. Cause of the fire is undetermined.

Recommendations - None.

Disposition of airplane - No salvagable or reclaimable items. Airplane is complete loss.

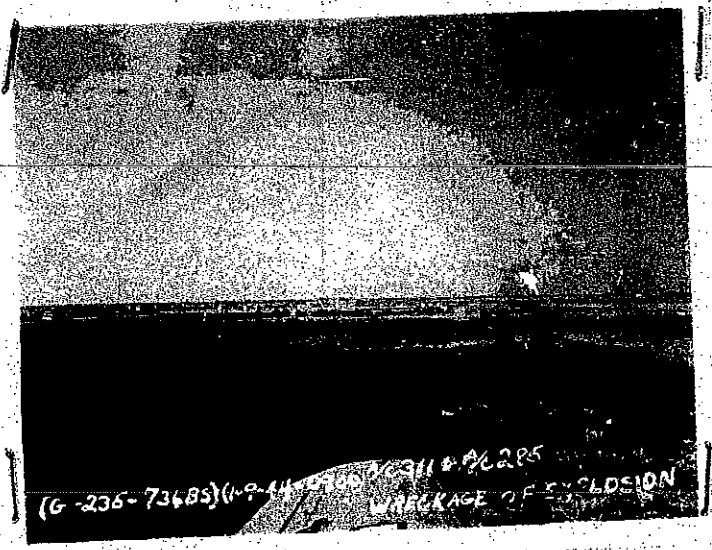
Frederick E. Wren
FREDERICK E. WREN
1st Lt., Air Corps,
Engineering Officer.

~~RESTRICTED~~

UR ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

UR



(G-235-73685)(4-2-44) 100-70311-96285
WRAPAGE OF ENCLSION

HEADQUARTERS 454TH BOMBARDMENT GROUP (H), AAF
Office of the Commanding Officer
APO 520, U. S. Army

C-JFM/tz

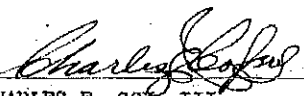
7 September 1944

SUBJECT: Transmittal of Aircraft Accident Report.

TO : Chief, Flying Safety, Winston-Salem, North Carolina.

In compliance with AAF Regulation 62-14A, dated 28 January 1944, transmitted herewith is the completed AAF Form 14 and inclosures pertaining to aircraft accident of 1 September 1944, to B-24H, AF No. 42-52311.

For the Commanding Officer:


CHARLES E. COX, III,
Major, Air Corps,
Adjutant.

10 Incls.

- Incl 1 - AAF Form 14
- Incl 2 - Statement of Pfc J. L. Stanley
- Incl 3 - Statement of Pfc R. Johnson
- Incl 4 - Statement of Pfc R. Landrum
- Incl 5 - Statement of M/Sgt. F. J. Bartolotta
- Incl 6 - Statement of M/Sgt. H. L. Rorer
- Incl 7 - Statement of M/Sgt. A. R. Brittingham
- Incl 8 - Statement of T/Sgt. H. R. Carroll
- Incl 9 - AAF Form No. 54
- Incl 10 - Photo.

REPORT OF ACCIDENT

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

Aircraft was damaged beyond economical repair by previous explosion of aircraft No. 42-52311.

James F. Mears
JAMES F. MEARS,
Major, Air Corps,
Investigating Officer.

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

William R. Large, Jr.
WILLIAM R. LARGE, JR.,
Lt. Col., Air Corps,
Senior Officer - Aircraft
Accident Investigation Board.

Signature _____

to 5 September 1944

APC 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 42-52311

On September 1, 1944, at approximately 0515, I was working on Ship 311, preparing it for preflight. When I threw on the switch, fire came out from under the flight deck. I put the fire extinguisher on but it didn't seem to do any good. I then jumped out the top hatch and off the top of the airplane. I ran to the road and M/Sgt. Rorer was coming down the road in a weapons carrier. I stopped him and told him that my airplane was on fire and asked him what to do. He looked and said "let's get everybody out of here and get the fire department". We warned a few men in the vicinity and from there we went to the fire department. As soon as we got there the fire fighter personnel got into their truck and were about to start towards the fire when the ship blew up. We started back to see what we could do to help and got into the 736th area when we noticed 285 was also on fire and we turned around and left.

Frank J. Bartolotta
FRANK J. BARTOLOTTA, 32431557
M/Sgt., Air Corps.
736th Bomb Squadron (H).

APC 520
2 September 1944

S T A T E M E N T

On September 1, 1944, at approximately 0515, I was delivering flak suits. I had just delivered the suits to ship 914 and was headed for 622 to deliver some suits when the Crew Chief in 311 stopped me. He told me his airplane was on fire and I looked in the nose and the whole nose section was on fire. I told the crew in 622 the plane was on fire and to get out. The parachute man ran up to 914 and warned the Crew Chief there. We told the two guards in the vicinity to shoot their guns to attract attention to the fire and immediately proceeded to the fire department. As the fire fighter personnel started out, 311 blew up. We came up to see if we couldn't stop the fire in the other planes but 265 had already caught fire and we saw there was nothing we could do. We started towards the 737th Squadron Engineering area when 285 blew up. We then hit the dirt until the explosions stopped and then headed for the 736th Squadron Engineering Officer's tent.

Harold L. Rorer

HAROLD L. RORER, 13045676
M/Sgt., Air Corps,
736th Bomb Squadron (H).

APO 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 42-50285

On September 1, 1944, at approximately 0515, I was preparing ship No. 285 for preflight. I had two engines to hand mesh and those two started first. My put-put stopped and I sent my helper back to start it again. At that time I happened to see a red light toward 311, so I cut my engines and switches and got up to the top hatch to see what was causing the light. It looked like the flame was coming out of 311, out the top hatch. I went to the back of the airplane to get my helper, Sgt. Davis, and hollered for him until he got there. I had the bomb-bay doors open and we got out. I asked him if he thought we could get the plane out. He said he didn't think so and when I saw the flame from outside, I realized it was too late to try to taxi out. We ran as fast as we could and just made it behind the 736th Engineering Office when 311 blew up. We watched for 285 and we saw it catch fire at the command deck. From then on we kept on running to get as far away as we could.

Harold R. Carroll
HAROLD R. CARROLL, 35398573,
T/Sgt., Air Corps,
736th Bomb Squadron (H).

AFPO 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 41-26914

On September 1, 1944, at approximately 0515, I had just finished preflighting ship 914 and started to get out of the cockpit when the parachute man who had been delivering the flak suits came in the cockpit telling me that ship 511 was on fire. I jumped out of the plane and saw that it looked as though the fire was in the nose of ship 511 and then I ran just as fast as I could to get out of the way. I was in a fox hole in the 736th area when I heard the explosions.

A. R. Wittingham
A. R. WITTINGHAM, 32280627,
M/Sgt., Air Corps,
736th Bomb Squadron (H).

~~TOP SECRET~~
557TH SERVICE SQUADRON, 43RD SERVICE GROUP
OFFICE OF THE ENGINEERING OFFICER
APO 520 U.S. ARMY

2 September 1944

SUBJECT: Disposition and Damage of B-24H Aircraft #41-28914.

TO : S-3, 454th Bomb Group, APO 520.

1. Subject aircraft damaged by flying debris resulting from explosion of nearby aircraft. Landing gear blown through bomb bay, wheel blown through nose, and fuselage caved in by concussion.

2. Subject aircraft will be salvaged by this Organization.

For The Commanding Officer:

John D. McKellar

JOHN D. MCKELIAR,
Captain, Air Corps,
Engineering Officer.



CG-232-736 B.S.X. 8-9-44 0900 ^{Avic 3014} DAMAGE FROM EXPLOSION

HEADQUARTERS 454TH BOMBARDMENT GROUP (H), AAF
Office of the Commanding Officer
APO 520, U. S. Army

C/JFM/tz

7 September 1944

SUBJECT: Transmittal of Aircraft Accident Report.

TO : Chief, Flying Safety, Winston-Salem, North Carolina.

In compliance with AAF Regulation 62-14A, dated 28 January 1944, transmitted herewith is the completed AAF Form 14 and inclosures pertaining to aircraft accident of 1 September 1944, to B-24H, AF No. 41-28914.

For the Commanding Officer:

CHARLES E. COX, III,
Major, Air Corps,
Adjutant.

7 Incls:

- Incl 1 - AAF Form 14
- Incl 2 - Statement of Capt. J. D. McKellar
- Incl 3 - Statement of M/Sgt. F. J. Bartolotta
- Incl 4 - Statement of P/Sgt. H. L. Rorer
- Incl 5 - Statement of T/Sgt. H. R. Carroll
- Incl 6 - Statement of M/Sgt. A. R. Brittingham
- Incl 7 - Photos.

DESCRIPTION OF ACCIDENT

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

Aircraft was completely destroyed by fire resulting from the explosion of aircraft No. 42-52311.

James F. Mears
JAMES F. MEARS,
Major, Air Corps,
Investigating Officer.

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

William R. Large, Jr.
WILLIAM R. LARGE, Jr.,
Lt. Col., Air Corps,
Senior Officer - Aircraft
Accident Investigation Board.

Signature _____

APC 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 42-52311

On September 1, 1944, at approximately 0515, I was working on Ship 311, preparing it for preflight. When I threw on the switch, fire came out from under the flight deck. I put the fire extinguisher on but it didn't seem to do any good. I then jumped out the top hatch and off the top of the airplane. I ran to the road and M/Sgt. Rorer was coming down the road in a weapons carrier. I stopped him and told him that my airplane was on fire and asked him what to do. He looked and said "let's get everybody out of here and get the fire department". We warned a few men in the vicinity and from there we went to the fire department. As soon as we got there the fire fighter personnel got into their truck and were about to start towards the fire when the ship blew up. We started back to see what we could do to help and got into the 736th area when we noticed 285 was also on fire and we turned around and left.

Frank J. Bartolotta
FRANK J. BARTOLOTTA, 32431557
M/SGT., Air Corps,
736th Bomb Squadron (H).

AFPO 520
2 September 1944

S T A T E M E N T

On September 1, 1944, at approximately 0515, I was delivering flak suits. I had just delivered the suits to ship 914 and was headed for 622 to deliver some suits when the crew chief in 311 stopped me. He told me his airplane was on fire and I looked in the nose and the whole nose section was on fire. I told the crew in 622 the plane was on fire and to get out. The parachute man ran up to 914 and warned the crew chief there. We told the two guards in the vicinity to shoot their guns to attract attention to the fire and immediately proceeded to the fire department. As the fire fighter personnel started out, 311 blew up. We came up to see if we couldn't stop the fire in the other planes but 285 had already caught fire and we saw there was nothing we could do. We started towards the 737th Squadron Engineering area when 285 blew up. We then hit the dirt until the explosions stopped and then headed for the 736th Squadron Engineering Officer's tent.

Harold L. Rorer
HAROLD L. RORER, 13045676
M/Sgt., Air Corps,
736th Bomb Squadron (H).

AP0 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 41-28914

On September 1, 1944, at approximately 0515, I had just finished preflighting ship 914 and started to get out of the cockpit when the parachute man who had been delivering the flak suits came in the cockpit telling me that Ship 311 was on fire. I jumped out of the plane and saw that it looked as though the fire was in the nose of ship 311 and then I ran just as fast as I could to get out of the way. I was in a fox hole in the 736th area when I heard the explosions.

A. R. Brittingham
A. R. BRITTINGHAM, 32260627,
M/Sgt., Air Corps,
736th Bomb Squadron (H).

AFPO 520
2 September 1944

STATEMENT OF CREW CHIEF OF B-24H No. 42-50285

On September 1, 1944, at approximately 0815, I was preparing ship No. 285 for preflight. I had two engines to hand mesh and those two started first. My put-put stopped and I sent my helper back to start it again. At that time I happened to see a red light toward 311, so I cut my engines and switches and got up to the top hatch to see what was causing the light. It looked like the flame was coming out of 311, out the top hatch. I went to the back of the airplane to get my helper, Sgt. Davis, and hollered for him until he got there. I had the bomb-bay doors open and we got out. I asked him if he thought we could get the plans out. He said he didn't think so and when I saw the flame from outside, I realized it was too late to try to taxi out. We ran as fast as we could and just made it behind the 726th Engineering Office when 311 blew up. We watched for 285 and we saw it catch fire at the command deck. From then on we kept on running to get as far away as we could.

Harold E. Carroll
HAROLD E. CARROLL, 35598575,
T/Sgt., Air Corps,
726th Bomb Squadron (H).

HEADQUARTERS 454TH BOMBARDMENT GROUP (H), AAF C-JEM/tz
Office of the Commanding Officer
APO 520, U. S. Army

7 September 1944

SUBJECT: Transmittal of Aircraft Accident Report.

TO : Chief, Flying Safety, Winston-Salem, North Carolina.

In compliance with AAF Regulation 62-14A, dated 28 January 1944, transmitted herewith is the completed AAF Form 14 and inclosures pertaining to aircraft accident of 1 September 1944, to B-24H, AF No. 42-50285.

For the Commanding Officer:

CHARLES E. COX, III,
Major, Air Corps,
Adjutant.

6 Incls:

- Incl 1 - AAF Form 14
- Incl 2 - Statement of M/Sgt. F. J. Bartolotta
- Incl 3 - Statement of M/Sgt. H. L. Rorer
- Incl 4 - Statement of M/Sgt. A. R. Brittingham
- Incl 5 - Statement of T/Sgt. H. R. Carroll
- Incl 6 - Photo.



(G-234-73695)(1-9-44-0900) 42.311°N 122.85°W
WRECKAGE OF EXPLOSION