

RESTRICTED
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

44-5-22-310

(1) Place APG 520 (2) Date 22 May 1944 (3) Time 0800
AIRCRAFT: (4) Type and model B-24g (5) A.F. No. 42-78182 (6) Station APG 520
Organization: (7) 304th Wing, 16th AF (8) 464th Bomb Group (H) (9) 738th Bomb Sq. (H)
Command & Air Force (Group) (Squadr.)

PERSONNEL

NAME	SERIAL	RANK	CLASS	BRANCH	COMP AND	PERSONNEL	PARA
(10) (Last name first)	(11) (12) (13)	(14)	(15)	(16)	(17)	(18)	(19)
P Stacy E. Brown	Pilot 0428969	Capt.	O1	AC	15th AF	None	No
CP Charles A. Hilton	Co-Plt 0816138	2d Lt	18 O1	"	"	"	"
N Clayton D. Bereman	Nav. 0711317	2d Lt	18 O1	"	"	"	"
Alfred N. Scott	Bomb. 0892573	2d Lt	18 O1	"	"	"	"
Willis E. Black	Eng. 16017806	S/Sgt.	20	"	"	"	"
James M. Bancett	R.O. 15130545	S/Sgt.	21 2D	"	"	"	"
Gorman J. Scully	G. 16082021	Sgt.	21 2D	"	"	"	"
G Herbert E. Brown	G. 33679987	Sgt.	21 2D	"	"	"	"
G Alfred (NMT) Vargas	G. 39562016	Sgt.	21 2D	"	"	"	"
G Charles J. Strykowski	G. 33601750	Sgt.	21 2D	"	"	"	"

(20) Brown Stacy E. (21) 0428969 (22) Capt. (23) O1 (24) AC
(Last name) (First) (Middle Init.) Serial No. Rank Pers Class Branch
Assigned (25) 15th AF (26) 464th BG (27) 738th Bomb Sq. (28) APG 520
Command & A.F. Group Squadron Station
Attached for flying (29) 15th AF (30) 464th BG (31) 738th Bomb Sq. (32) APG 520
Command & A.F. Group Squadron Station

Original rating (33) Pilot (34) 5-10-43 Present rating (35) Pilot (36) 5-10-43
Rating Date

CLASSIFICATION CANCELLED OR CHANGED

RESTRICTED

INSTRUMENT RATING (at the time of this accident)
BY AUTHORITY OF 1922
38 This type 459.55 (42) Instrument time last 6 months 2-20-45
39 This model 30.40 (43) Instrument time last 30 days 11.50
40 Last 90 days 82.05 (44) Night time last 6 months 3.00
41 Total 518.50 (45) Night time last 30 days None

AIRCRAFT DAMAGE

DAMAGE	NO. OF DAMAGED PARTS
36 Aircraft	4
37 Engine(s)	
38 Propeller(s)	

Damaged stringers and bulkheads, from stations 6 to 84

50) Weather at the time of accident CAVU

51) Was the pilot flying on instruments at the time of accident No
52) Cleared from APG 520 (53) To Combat mission (54) Kind of clearance Combat

55) Pilot's mission Combat

56) Nature of accident Airplane rolled into a ditch. Wheel caught in soft shoulder of taxi strip causing ship to be drawn into ditch.

57) Cause of accident Soft shoulder on taxi strip.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

The pilot taxied this airplane into a position between the two runways on this field, and finding that he was in a dangerous position, tried to turn the airplane around on the taxi strip which was too narrow for making a safe turn. Consequently damage was done to the fuselage and bulkheads of station 7.

This accident is attributed to 100% pilot error.

Recommendations: A complete check of the status of the airplanes of this Group is now being made at the hardstand before taxiing. Pilot has been reprimanded, and since this accident, has flown several combat missions without mishap.

Corwin C. Grimes

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

James D. Jamison

JAMES D. JAMISON,
Major, Air Corps,
Investigating Officer.

Signature: *William R. Grady*

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



Date 18 May 1944

[REDACTED]

STATEMENT

OF

AIRCRAFT ACCIDENT

26 May 1944

At approximately 0800, 22 May 1944, I taxied a B-24C airplane, serial number 42-78162, to take-off position for a combat mission. On the final check before entering the runway, it was noticed several of autosyns instruments had become inoperative. A hurried check revealed blown fuses, but when they were replaced they continued to burn out. Rather than hold up the rest of the formation, I taxied out of take-off position into a position between the east and west runways, on the taxi strip. While checking further for the trouble several aircraft of the 458th Bomb Gp (H), were taking-off to the south with a quartering tail wind and drifting in a mushing attitude perilously close to our aircraft. I decided to attempt to turn around on the taxiway and move into a safer position while traffic on the East runway was temporarily halted by another accident. In turning around to the left, our right main wheel stopped in a soft spot on the taxiway, and our left brake was over-come in the succeeding swing to the right. This manuver put the aircraft across the ditch with the nose wheel on one side, the main gear in the trough, and the underside of the fuselage resting on a crown of the taxiway. The damage was ascertained, and the crew evacuated the aircraft immediately since the airplane was not out of the danger area.

Stack E. Brown
STACK E. BROWN,
Captain, Air Corps,
Pilot.

S T A T E M E N T

O F

AIRCRAFT ACCIDENT

26 May 1944

We had finished our engine run up, and had just been waved into take-off position, when our instruments started failing us one by one. The 454th Bomb Gp (H) was taking off into the North, and the 455th Bomb Gp (H) was taking off into the South. In order to check the malfunction, and to keep from holding up the take-offs, the pilot pulled between the two runways.

Due to a crosswind we were narrowly missed by a 455th plane that was taking off. In order to avoid being hit, the pilot decided to swing around into a parking re-entrant that is at the end of the 454th Bomb Group runway.

Immediately after turning, the pilot saw that he could not clear a dip that was in his path. However, due to the momentum of the turn, one wheel had already started into the dip and the pilot could not stop the plane. The only alternative was to try to proceed across. As the wheels cleared the one side of the dip, the fuselage dragged along the other side of the dip causing minor damage at approximately station #7.

Charles H. Hilton
CHARLES H. HILTON,
2nd Lt., Air Corps,
Co-pilot.

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S T A T E M E N T

O F

A I R C R A F T A C C I D E N T

26 May 1944

We had finished run and were starting to taxi into take-off position when the No. 4 manifold pressure guage and RPM guage failed to operate. I pulled the fuse box cover off on the co-pilots side, and turned the fuse block over. As the fuse in place was blown. The second one immediately blew, and was replaced with another one. This one did not blow, but the instrument (autosyn) failed to respond, and then we found that the rest of them (manifold pressure and RPM) were all out. They also failed to respond when the other inverter was turned on. I started to go back to the inverter relay junction box to see if a fuse there had blown or else circuit breakers had popped. In the meantime ships from the 455th Bomb Group were taking off downwind, and were barely getting into the air. They were mushing off, a J had very poor control because of the crosswind. This caused them to drift over us. The last one to take-off before the pilot attempted to turn missed us by not over ten feet. There were ditches on both sides of us, but as we were nearer to the one on the right, the pilot attempted to turn to the left. The right wheel went into a soft shoulder, and we had enough momentum to overcome the left brake. The ship snapped around and settled into the ditch with the nose wheel on the bank and the fuselage on the runway. The bulkheads off of station #7 were damaged and caught so we could not taxi out. The entire crew withdrew immediately from the airplane and didn't return until the planes from the 455th Bomb Group had taken off.

Willis E. Block

WILLIS E. BLOCK,
S/Sgt., Air Corps,
Engineer.