

RESTRICTED

WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDNT No. 43-12-21-3501
80 A

REPORT OF AIRCRAFT ACCIDENT

(1) Place: Foggia Main, Italy (2) Date: 21 December 1944 (3) Time: 1805A
AIRCRAFT: (4) Type and model: B-24H (5) A. F. No: 41-29426 (6) Station: Castelluccia
Organization: (7) XV AF (8) 451st (H) (9) 725th (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

NO.	NAME (Last name first)	RATING	SERIAL No. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Fish, Kendall K.	P	0-822126	2nd Lt.	18	AC	XV	None	
P	Palokis, Edward W.	P	0-765305	2nd Lt.	18	AC	XV	Minor	
E	Miller, Lindley G.	E	12078843	T/Sgt	38	AC	XV	None	
X	Mc Sween, William C.		0-377710	Capt.	18	AC	XV	None	
X	Henchell, David H.		0-568590	1st Lt.	18	AC	XV	None	
X	Mc Farland, Ward J.	M	0-502114	Capt	18	AC	XV	None	
X	Baer, Martin R.	B	0-717029	2nd Lt.	18	AC	XV	None	
X	Loranger, William E.	N	0-2605167	2nd Lt.	18	AC	XV	None	
X	Tupper, Robert S.	N	0-2058383	2nd Lt.	18	AC	XV	None	
X	Wellnitz, Albert M.	G	16136446	S/Sgt	38	AC	XV	None	
X	Otto, Richard M.	G	37618087	S/Sgt	38	AC	XV	None	
X	Riddle, Jack M.	R	13106395	T/Sgt	38	AC	XV	None	
X	Dagg, Donald S.	E	13038330	T/Sgt	38	AC	XV	None	

PILOT CHARGED WITH ACCIDENT

(26) Fish, Kendall K. (21) 0-822126 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) XV AF (26) 451st (H) (27) 725th (H) (28) Castelluccia
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) XV AF (30) 451st (H) (31) 725th (H) (32) Castelluccia
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 12-3-44 Present rating (35) P (36) 12-3-44 Instrument rating (37) 10-6-44
(Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:
(at the time of this accident) 0.00 — T.O. - 1
(17) This type 400:00 (42) Instrument time last 6 months 35:00
(18) This model 50:00 (43) Instrument time last 30 days 25:00
(19) Last 90 days 150:00 (44) Night time last 6 months 30:00
(20) Last 30 days 600:00 (45) Night time last 30 days 5:00

AIRCRAFT DAMAGE

NF

DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft	<u>W</u>			(Nose section up to the first bomb bay doors damaged beyond economical repair)
(47) Engine(s)	<u>None</u>	<u>None</u>	<u>None</u>	
(48) Propeller(s)	<u>None</u>	<u>None</u>	<u>None</u>	

(50) Weather at the time of accident: Ceiling 100 ft. in broken clouds. Light rain and light fog reducing visibility to one mile at surface. Complete overcast clouds base 300 ft. (tops estimated to be up to 12,000 ft) Surface wind from the east at 2 MPH.
(51) Was the pilot flying on instruments at the time of accident: No
(52) Cleared from Capodichino (53) To Castelluccia (54) Kind of clearance: Cross Country

(55) Pilot's mission: Ferry Personnel
CLASSIFICATION CANCELLED OR CHANGED, TO **RESTRICTED**

(56) Nature of accident: Landing
BY AUTHORITY OF CGAAF
BY FAC DATE 2-7-56

(57) Cause of accident: Bad Weather 17-23-80

(58) Has Form 54 been submitted? No

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DESCRIPTION OF ACCIDENT

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

At approximately 1750A Army 426 called Bubby tower for landing instructions. The tower operator immediately notified the aircraft that landing was to the north, and to call tower on base leg. Due to extreme low ceiling the pilot had difficulty in finding runway. The first approach was made to the East directly towards the tower; the tower operator noticed the aircraft in time to notify the pilot to pull up and go around and red flares would be shot at south end of runway so pilot could tell where to start to set down. The aircraft overshot the runway and sat down on the left side of the hard top approximately 2,000 feet from south end of runway which is 6,000 feet long. The hard top was slick due to rain and when the aircraft touched down it slid to left and on to the dirt adjacent to the hard surface. The aircraft continued rolling on the dirt until it passed over the taxi strip at the north end and through a small ditch at which time the nose wheel gave way and was shoved up into the ship by a small mound of dirt on the up grade by the force with which the ship hit. The aircraft then slid on its nose for about 100 feet with the main wheel brakes apparently locked. The nose and under part of aircraft was damaged and wrinkled back to the first bomb bay doors.

To begin with the tower and traffic at this field are directly under control of the British. This operations works in conjunction with them. The weather over all fields in this locality was practically the same and the only reason this field was open was because of a British mission returning, otherwise it would have been closed to all traffic. Since the pilot of the above seemed desperate in making a landing and was told by Bigfence this field was open; all was done possible to assist him in making a safe landing, which at the time was considered emergency.

The responsibility lies in the fact that the pilot was either poorly briefed or not at all on the weather conditions in this locality when filing clearance at point of take-off. You will note copy of clearance attached but no indication of weather conditions.

It is recommended that operations as well as the pilot be thoroughly familiar and positive of weather at station of arrival before being cleared.

Signature

Neil P. Johndrow
NEIL P. JOHNDROW,
Capt, Air Corps,
Aircraft Accident Officer

27 December 1944

SECRET

SECRET

725TH BOMBARDMENT SQUADRON (H)
APO# 520 U. S. ARMY

22 December 1944.

SUBJECT: Statement on Aircraft Accident.

TO : Group Operations.

On 21 December I was cleared from Naples at 1500, the weather enroute forecast was: Naples clear over the town to 7000' icing enroute from 3000 to 10,000', top at 12,000', ceiling at Hiccup was 3000'.

In Aircraft No. 41-29426 I climbed up to 12,000' over Naples and broke out in the clear, my E.T.A. 1707. When I was six minutes from Hiccup Tower I gave them a call and asked them for the ceiling. Hiccup answered that the ceiling was 0-0 and the field was closed. I answered that I would return to Naples, Hiccup told me to stand by. They came back telling me to call Big Fence and get a heading to an open field. I called Big Fence and they gave me a heading to Bubbly Tower. Hiccup called me and told me to go in at Bubbly Tower and told Big Fence to instruct me to land at Bubbly Tower. Big Fence fixed me over Bubbly and I let down rapidly to 6000' and then let down slowly to 1500'. Big Fence positioned me nine miles southwest of Bubbly Tower. I kept circling at 1200' trying to pick up Bubbly. Bubbly shot flares off continuously which could only be seen when directly over the field. I could not see far enough off the field to line up on the runway so I had to come directly over the field and do a closed 180° turn onto approach, thus causing me to touch down approximately one third or more down the runway. The runway was wet. When I applied my brakes lightly I slid off the end of the runway slightly to the left washing out the nose wheel. The time of landing was 1805.

Kendall K. Fish

KENDALL K. FISH,
2nd Lt., AC,
Pilot.

SECRET

Incl 2

TOWER OPERATOR'S STATEMENT OF CRASH OF B-24H #41-29426

Said plane with call sign of "Today E Easy" called and asked for landing instructions. Tower operator gave him his instructions to land to the North. Visibility was zero and ceiling was zero to one-hundred feet with low clouds rolling over the field and light misty air was falling. Pilot was unable to make a good approach due to bad visibility. By the time he aligned his plane with the runway he was middle ways of it. When he hit the runway, which was wet and is tarmac, he slid off to his left after the brakes were applied. The only way possible for him to keep the South end of field in sight when he turned on final was by red flares we were sending up at the South end of runway.

Lawrence D. Boschert
LAWRENCE D. BOSCHERT,
Sgt, Air Corps,
Tower Operator.

A/C TYPE B-24 A/C NO. 426 ORGANIZATION 451 Bomb Gr.

KEEPING WATCH ON _____ A/C CALL SIGN TODAY E

DESTINATION & INTERMEDIATE STOPS HICCUP TOWER (Castelluccia)

TOWER CALL AT DESTINATION HICCUP

ETD _____ ETA 1600 ROUTE DIRECT

CREW AND PASSENGERS

(NOT NECESSARY IF MANIFEST IS AVAILABLE)

- | | |
|------------------------|-----------|
| 1. <u>FISH</u> | 7. _____ |
| 2. <u>PHLASKIS</u> | 8. _____ |
| 3. <u>MILLER</u> | 9. _____ |
| 4. <u>HENCHEL</u> | 10. _____ |
| 5. <u>MAC SHEEN</u> | 11. _____ |
| 6. <u>MAC FARLA NE</u> | 12. _____ |

WEATHER:

I CERTIFY THAT I HAVE RECEIVED ROUTE AND TERMINAL WEATHER FORCAST NO. _____ FROM BASE WEATHER.

BRIEFING:

I CERTIFY THAT I HAVE RECEIVED ALL BRIEFING MATERIAL NECESSARY TO MY FLIGHT SUCH AS RADIO INFORMATION, PROPER ROUTES, RESTRICTED AREAS, AND THAT I HOLD ALL NECESSARY CODES, TABLES, AND COLORS OF THE DAY TO COVER THE PERIOD OF MY CONTEMPLATED FLIGHT.

KENDALL FISH
(PILOT'S SIGNATURE)

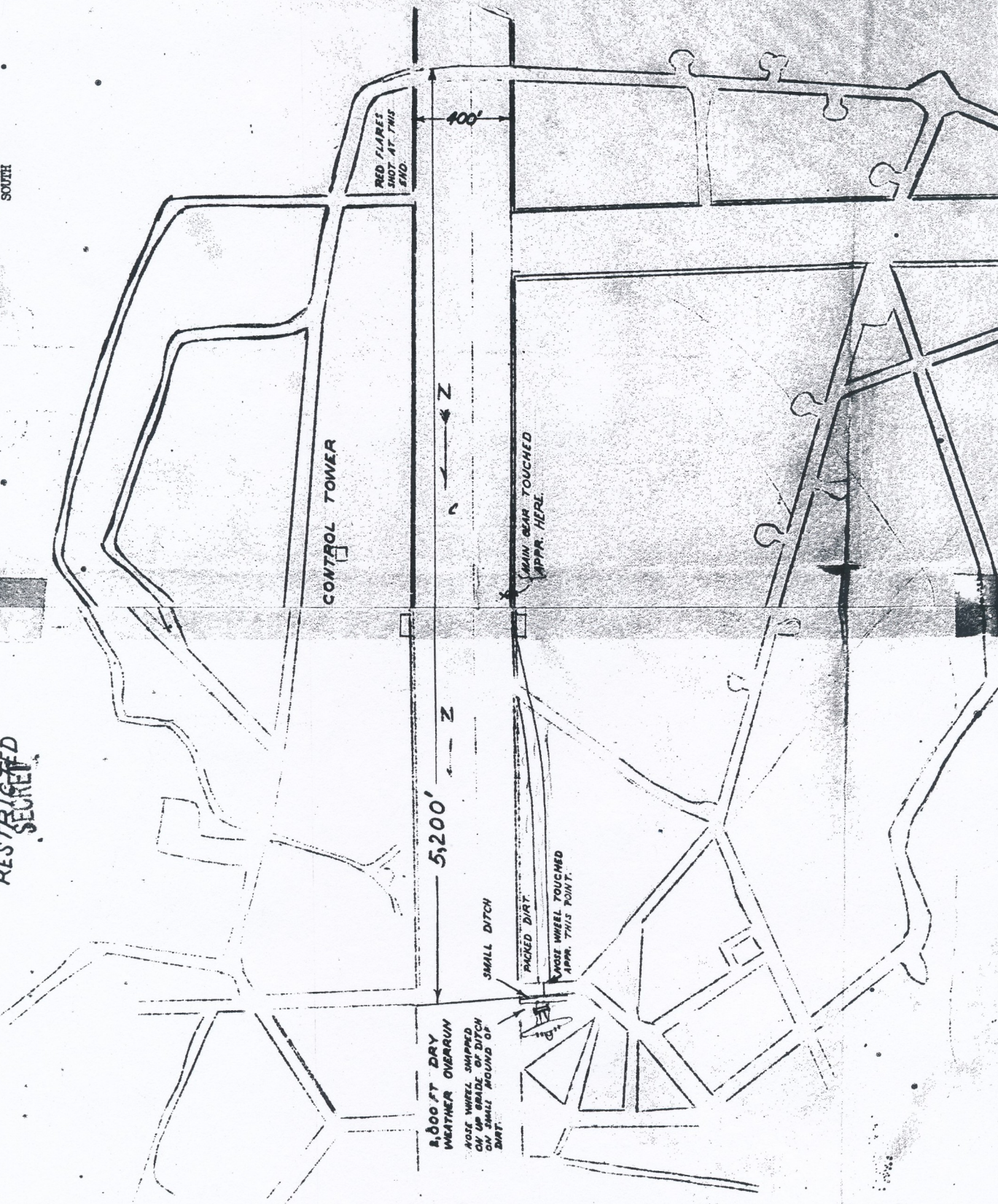
CAPT E. GRAVENHART (PC) Initialed
(CLEARANCE AUTHORITY)

A TRUE COPY: *Neil F. Johndrow*
NEIL F. JOHNDROW,
Capt, Air Corps,
Operations Officer.

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Part 5

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SECRET





3-24H

#41-29426



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