

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

031  
7161

(1) Place Castelluccio, Italy (2) Date 1 Oct. 1944 (3) Time 1400  
 AIRCRAFT: (4) Type and model B-24 (5) A. F. No. 42-50530 (6) Station Castelluccio A. F.  
 Organization: (7) 15th (8) 481st (9) 727th (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	HOYE, James M.	P	0-741052	1st Lt.	01	AC	15th	None	No
CP	Hall, Owen R.	CP	0-825848	2nd Lt.	15	AC	15th	None	No
VN	Corcoran, Albert	VN	0-1540342	2nd Lt.	16	AC	15th	None	No
P	Early, Peter H. Jr.	P	0-705715	2nd Lt.	14	AC	15th	None	No
P	King, James H.	P	0-718106	2nd Lt.	16	AC	15th	None	No
X	Chambers, John C.	X	3767072	1st Lt.	14	AC	15th	None	No

RECEIVED  
OCT 24 1944  
AIR FORCE  
CASTELLUCCIO

(20) HOYE James M. (21) 0-741052 (22) 1st Lt. (23) 01 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 15th (26) 481st (27) 727th (28) Castelluccio  
 (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) Feb 6, 42 Present rating (35) Pilot (36) Feb 8, 42 Instrument rating (37) July 11, 1944  
 (Rating) (Date) (Rating) (Date)

**FIRST PILOT HOURS:**  
(at the time of this accident)

(38) This type	<u>316:50</u>	(42) Instrument time last 6 months	_____
(39) This model	<u>170:00</u>	(43) Instrument time last 30 days	_____
(40) Last 90 days	<u>184:55</u>	(44) Night time last 6 months	_____
(41) Total	<u>1351:30</u>	(45) Night time last 30 days	_____

**AIRCRAFT DAMAGE**

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	Sheet metal on wing between #1 & #2 engines. Change #1 & #2 engines.
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident 100V  
 (51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from Castelluccio (53) To Castelluccio (54) Kind of clearance Training  
 (55) Pilot's mission Practice Bombing  
 (56) Nature of accident Taxied aircraft into ditch along side taxiway  
 (57) Left wheel going off taxiway into ditch. High bank on left caught main gear  
and propeller causing it to come off and hit main & two prop.

DESCRIPTION OF ACCIDENT

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

Aircraft was cleared for a practice bombing mission. Aircraft was taxied from the revetment and onto the taxiway by the co-pilot. The pilot cautioned the co-pilot twice that he was too close to the ditch on the left side of the taxiway. When it happened the third time the pilot order the co-pilot to stop the ship. When the ship was stopped the pilot took over to bring the aircraft back to the center of the taxiway, according to the crew chief the nose wheel turned in the correct direction but the left wheel dropped into the ditch causing number one prop to hit the bank. Number one prop came off and hit number two engine.

RESPONSIBILITY

100 % Pilot Error

*James B. Krupp*

JAMES B. KRUPP  
Lt. Col., Air Corps,  
Commanding.

ROBERT W. APOLINIATE,  
Lt. Col., Air Corps,

*Cliff Wagner*  
CLIFF L. WAGNER,  
Major, Medical Corps,

*William H. M. Marcus*  
WILLIAM H. M. MARCUS,  
Major, Air Corps,

*Edward L. Wilson, Jr.*

EDWARD L. WILSON, JR.,  
Major, Air Corps,

Aircraft Accident Officer.

Signature \_\_\_\_\_  
(Investigating Officer)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date \_\_\_\_\_

727TH BOMBARDMENT SQUADRON (H)  
451ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER  
APO 520 U.S. ARMY

3 October 1944

S T A T E M E N T

The time of this accident was 1400, 3 October 1944.

The pilot had the co-pilot taxi the ship out as it was felt that practice was needed. The ship was pulled out properly, but in taxiing the ship was kept too far to the left, the pilot cautioned the co-pilot of this.

On making the first turn the wind tended to swing the ship into the ditch on the left. The pilot took over and brought the ship to a full stop, the left wheel being on the edge of the ditch. The pilot attempted to bring the ship back to the center of the taxi strip and the nose wheel was turned out properly, however, the left wheel was too close to the edge of the strip and slipped in as the dirt gave way.

Number one propellor dug into the raised embankment on the left, sheering off the propellor which flew into the number two engine causing immediate stoppage on both engines. Mixtures were immediately put into idle out-off and all switches were cut. The crew, meanwhile, left the ship by way of the bomb bay.

*James M. Moye*

James M. Moye  
1st Lt., Air Corps,  
Pilot.

*Devon R. Hall*

Devon R. Hall  
2nd Lt., Air Corps,  
Co-Pilot.

727TH BOMBARDMENT SQUADRON (H)  
451ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER  
APO 820 U.S. ARMY

3 October 1944

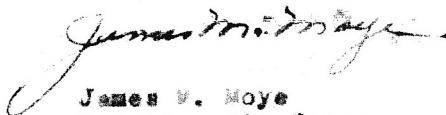
STATEMENT

The time of this accident was 1400, 3 October 1944.

The pilot had the co-pilot out of the ship, but as it was felt that no other action was needed. The ship was pulled out properly, but in taxiing the ship was kept too far to the left, the pilot cautioned the co-pilot of this.

On making the first turn the wind tended to swing the ship into the ditch on the left. The pilot took over and brought the ship to a full stop, the left wheel being on the edge of the ditch. The pilot attempted to bring the ship back to the center of the taxi strip and the nose wheel was turned out properly, however, the left wheel was too close to the edge of the strip and slipped in as the dirt gave way.

Number one propeller dug into the raised embankment on the left, shearing off the propeller which flew into the number two engine causing immediate stoppage on both engines. Mixtures were immediately put into idle cut-off and all switches were out. The crew, meanwhile, left the ship by way of the bomb bay.



James V. Moyer  
1st Lt., Air Corps,  
Pilot.



Devon R. Hall  
2nd Lt., Air Corps,  
Co-Pilot.

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RESPONSIBILITY

100 % Pilot Error

*James B. Knapp*  
JAMES B. KNAPP  
Lt. Col., Air Corps,  
Commanding.

ROBERT W. AF LEHANE,  
Lt. Col., Air Corps,

*Edwards*  
EDWARD L. WILSON,  
Major, Medical Corps,

*William H. W. Mann*  
WILLIAM H. W. MANN,  
Major, Air Corps,

*Edward Wilson Jr*  
EDWARD L. WILSON, JR.,  
Major, Air Corps,  
Aircraft Assistant Officer.