

12-8-44

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

49

(1) Place 4 mi E Ordone, Italy (4119N 1541E) (2) Date 14 November 1944 (3) Time 1224
 AIRCRAFT: (4) Type and model B-24H (5) A. F. No. 45-51090 (6) Station Castelluccio Air Field
 Organization: (7) Fifteenth AF (8) 451st Bomb (9) 725th Bomb
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

| DDTY (10) | NAME (Last name first) (11) | RAVING (12) | SERIAL NO. (13) | RANK (14) | PERSONNEL CLASS (15) | BRANCH (16) | AIR FORCE OR COMMAND (17) | RESULT TO PERSONNEL (18) | USE OF PARACHUTE (19) |
|--------------|-----------------------------------|----------------|--------------------|--------------|-------------------------|----------------|------------------------------|-----------------------------|--------------------------|
| CP | Sellers, William N. | P | 0-813073 | 2nd Lt | 18 | AC | 15th | Fatal | No |
| CP | Haynes, Alfred A. | P | 0-777567 | 2nd Lt | 18 | AC | 15th | Fatal | No |
| N | Huck, David W. Jr. | N | 0-2063423 | 2nd Lt | 18 | AC | 15th | Fatal | No |
| B | Anderson, Harry E. | B | 0-780139 | 2nd Lt | 18 | AC | 15th | Fatal | No |
| E | Kyrick, Lawrence W. | E | 34463355 | Sgt | 38 | AAF | 15th | Fatal | No |
| RO | Davis, William H. | RO | 31841187 | Sgt | 38 | AAF | 15th | Fatal | No |
| REG | Fournier, Allen P. | REG | 32286976 | Sgt | 38 | AAF | 15th | Fatal | No |
| REG | Swain, Richard W. | REG | 12101063 | Sgt | 38 | AAF | 15th | Fatal | No |
| AG | Colvard, Eugene J. | AG | 13044505 | Sgt | 38 | AAF | 15th | Fatal | No |
| AG | Densby, Robert W. | AG | 31379131 | Sgt | 38 | AAF | 15th | Fatal | No |
| AG | Cross, Clinton E. | AG | 34682295 | S/Sgt | 38 | AAF | 15th | Fatal | No |

EXPLANATION OF ABBREVIATIONS

(20) Sellers William N. (21) 0-813073 (22) 2nd Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
 Assigned (25) Fifteenth Air Force (26) 451st Bomb (27) 725th Bomb (28) Castelluccio AF, Italy
 (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) 10-1-43 Present rating (35) Pilot (36) 10-1-43 Instrument rating (37) Fatal
 (Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours:

(at the time of this accident)
 (38) This type B-24 193:55 (43) Instrument time last 6 months _____
 (39) This model B-24H 3:55 (44) Instrument time last 30 days _____
 (40) Last 90 days 169:40 (45) Night time last 6 months _____
 (41) Total 247:20 225:25 (46) Night time last 30 days _____

AIRCRAFT DAMAGE

| DAMAGE | 49) LIST OF DAMAGED PARTS | | | | |
|-------------------|---------------------------|---|---|---|----------------------|
| (46) Aircraft | W | W | W | W | Complete destruction |
| (47) Engine(s) | W | W | W | W | |
| (48) Propeller(s) | W | W | W | W | |

(50) Weather at the time of accident Scattered rain showers. 3000 ft ceiling. Visibility 10 miles.
Wind - West at 14 knots.
 (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 Training flight to Gunnery Range.
 (56) Nature of accident Left wing torn loose between #1 and #2 engines. A/C crashed and burned resulting in complete destruction.
 (57) Cause of accident Wing breaking off between #1 and #2 engines.
 (58) Yes

DESCRIPTION OF ACCIDENT

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

Examination of the wreckage indicated that the left wing became separated from the aircraft while in flight. The left wing with number one engine was found approximately one-half mile from the remainder of the aircraft. The wing was broken off at a point between number one and number two engine at station number ten. The break extended from the leading to trailing edge of the wing through reinforcement plates on the lower surface of the wing where sometime previous flak damage had occurred.

Detailed inspection of section of wing which broke loose showed the skin was forced outward. This, along with the indication of a small electrical fire in number two engine nacelle, and with the clean shearing of the rivets on the patch would seem to indicate the possibility of an internal explosion with an immediate break occurring rather than a gradual weakening of the wing.

Subject airplane was repaired by the 60th Service Squadron for flak damage received on 21 July 1944. Subject airplane had participated on twenty-six combat missions with a total of 288.50 hours since wing was repaired.

In the opinion of the accident board it is impossible to determine the exact cause of the accident since the airplane was completely destroyed.

RESPONSIBILITY

100% Material Failure

James B. Kraft
JAMES B. KRAFT,
Colonel, Air Corps.

Jack Reichenbach
JACK REICHENBACH,
Major, Air Corps.

Glyde L. Wagner
GLYDE L. WAGNER,
Major, Medical Corps.

William H. McManus, Jr.
WILLIAM H. McMANUS, JR.,
Major, Air Corps.

Francis J. Hoermann
FRANCIS J. HOERMANN,
Major, Air Corps,
Aircraft Accident Officer.

Signature _____
(Investigating Officer)

Date _____

MEDICAL OFFICER'S REPORT ON AIRCRAFT ACCIDENT

Station Investigating Accident - 451st Bombardment Group (H)

Place of Accident - 4 mi E Ortona, Italy - Plane Type - B-24H

Mission - Training - Date Accident - 14 November 1944 - Time Accident - 1224A

Manner of Occurrence and Probable Cause of Accident - Examination of the wreckage indicated that the left wing became separated from the aircraft while in flight. The left wing with number one engine was found approximately one-half mile from the remainder of the aircraft. The wing was broken off at a point between number one and number two engine at station number ten. The break extended from the leading to trailing edge of the wing through reinforcement plates on the lower surface of the wing where sometime previous flak damage had occurred.

Detailed inspection of section of wing which broke loose showed the skin was forced outward. This, along with the indication of a small electrical fire in number two engine nacelle, and with the clean shearing of the rivets on the patch would seem to indicate the possibility of an internal explosion with an immediate break occurring rather than a gradual weakening of the wing.

Subject airplane was repaired by the 60th Service Squadron for flak damage received on 23 July 1944. Subject airplane had participated on twenty-six combat missions with a total of 288:50 hours since wing was repaired.

In the opinion of the accident board it is impossible to determine the exact cause of the accident since the airplane was completely destroyed.

Pilot Name - Sellers, William N. - ASN O-813073 - Age - 27 - Rating - Pilot

Total Pilot Hours - 949:20 - No. Previous Accidents - None - Date Last Physical Exam. - 21/Aug/44 - History of Physical or Neuropsychic Defects - None

Copilot Name - Haynes, Alfred A. - ASN O-777667 - Age - 27 - Rating - Copilot

Total Pilot Hours - 404:55 - No. Previous Accidents - None - Date Last Physical Exam. - 21/Aug/44 - History of Physical or Neuropsychic Defects - None

No. Persons in Plane - 11 - No. Persons killed - 11 - No. Persons Injured - 0

No. Persons not Injured - 0.

Injuries to Personnel:

| | | | | |
|---------------------|---------|-----------|----|---|
| Sellers, William N. | 2nd Lt. | O-813073 | P | - |
| Haynes, Alfred A. | 2nd Lt. | O-777667 | CP | |
| Huck, David W. Jr. | 2nd Lt. | O-2063432 | N | |
| Anderson, Harry F. | 2nd Lt. | O-780139 | B | |
| Myrick, Lawrence W. | Sgt. | 54463355 | E | |
| Davis, William H. | Sgt. | 31341167 | RO | |

| | | | |
|--------------------|--------|----------|-----|
| Bourner, Allen F. | Sgt. | 12101063 | AEG |
| Swain, Richard W. | Sgt. | 13044595 | AG |
| Colvard, Eugene J. | Sgt. | 51379131 | AG |
| Dennehy, Robert W. | S/Sgt. | 3439295 | AC |
| Cross, Clinton L. | | | |

All men had compound fractures of the head and back. Many had amputation of arms and legs. All remains were severely burned.

EQUIPMENT CHECK:

Seats in good order? - Yes - Seat belts provided? - Yes - How many? 2

In good order? - Yes - Shoulder harness provided? - Yes - How many? - 2

In good order? - Yes - Parachutes provided? ^{yes} / - How many? - 11 - In good

order? - Yes - Oxygen equipment provided? - Yes - Type - Demand - In

good order? - Yes - Special safety devices? - None - Material factors

which contributed to or prevented injury? - Left wing torn loose between #1 and #2 engine. A/C crashed and burned resulting in complete destruction.

General Statement regarding accident with recommendations - None

Date - 23 November 1944

Clyde L. Wagner
 CLYDE L. WAGNER
 Major, Medical Corps
 Group Flight Surgeon

SECRET

SECRET

SECRET

WAR DEPARTMENT

ARMY AIR FORCES
RESTRICTED
UNSATISFACTORY REPORT

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

| TO BE FILLED IN BY STATION | |
|-------------------------------------|-----------------------------------|
| Station Serial No. 44-479 | Date Submitted 11-22-44 |

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

| | | | | | |
|--|--|--|--|---|---|
| STATION AP0 520 | | ORGANIZATION 451st Bomb Gp (H) 729th Bomb Sq (H) | | | |
| SUBJECT OF REPORT OLB Wing Center Section | Property Class Name | Manufacturer Douglas | AAG Order or Shipping No. W-535-AC-18723 | | |
| AIRCRAFT - Model & AAF Serial No. B-24H 42-51090 | | ENGINE - Model & AAF Serial No. | UNIT OR ACCESSORY - Type, Model and Serial No. | | |
| AIRCRAFT REPORTS ONLY | LAST D.L.R. - Depot | Date | Flying Time Since | Total Flying Time | |
| ENGINE REPORTS ONLY | LAST OVERHAUL - Depot | Hours Since | Depots and Hours At Each Previous Overhaul | | |
| PART | Name Wing Center Section | | Part Drawing, Serial and Specification No. 32W2002-4 | | |
| | Time in Use 689:15 | Quantity on Hand 12 | Quantity Known Defective 1 | No. Previous Failures None | Inspector's No. or Identification Douglas |
| Indicate by «X» Disposition of Exhibit | <input checked="" 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

MATERIAL FAILURE

- DESCRIPTION OF TROUBLE:** Twenty (20) minutes after take off B-24H Airplane, AAF No. 42-51090 crashed. Investigation revealed that Wing Center Section, Part No. 32W2002-4, broken at left wheel well, station 10. Further investigation revealed that break occurred at a repair on reinforcing plates at lower surface of wing near wheel well as shown in exhibits. Subject airplane was repaired by 60th Service Squadron for flak damage received, July 21, 1944. Airplane time, 400:25, at time of damage. Subject airplane has flown twenty-six (26) combat missions with a total of 288:50 hours since wing was repaired.
- HISTORICAL DATA:** Airplane accepted by this Squadron, May 11, 1944.
- ACTION TAKEN TO CORRECT:** None.
- DISPOSITION:** Complete destruction by crash and fire.
- PREVIOUS REPORTS:** None.
- RECOMMENDATIONS:** None.
- GENERAL REMARKS:** This Unsatisfactory Report is submitted in accordance with the provisions of AAF Regulation 62-14A, dated May 28, 1943.
- PHOTOGRAPHS:** Attached.

J.W. Ramsey
J.W. RAMSEY,
Capt., AC,
Engineering Officer.

RESTRICTED

UR ROUTING

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