

RESTRICTED
WAR DEPARTMENT

ACCIDENT No. 43-11-618-016
307018-016
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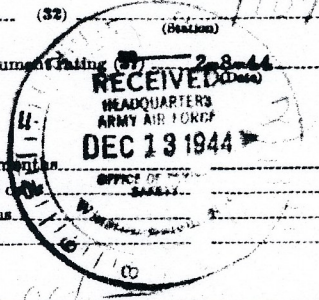
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place Near Grossetta Air Field, Italy (2) Date 18 November 1944 (3) Time 1100
AIRCRAFT: (4) Type and model B-24J-10 (5) A. F. No. 42-51483 (6) Station Castelluccio, Air Field
Organization: (7) 15th (8) 451st (9) 726th
(Command and Air Force) (Group) (Squadron)

PERSONNEL BH

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	ANSTETT, LAWRENCE W.	P	O-823235	2nd Lt	18	AC	15th	None	Yes
CP	SIEGEL, CHARLES (NMI)	CP	O-824941	2nd Lt	18	AC	15th	None	Yes
N	AUSTIN, LAWRENCE E.	N	O-1692849	2nd Lt	18	AC	15th	None	Yes
B	CURTIS, RICHARD C. II	B	O-717757	2nd Lt	18	AC	15th	None	Yes
E	Maloney, Michael J.	E	31811029	Sgt	38	AAF	15th	None	Yes
RO	Gold, Leon M.	RO	32305416	Sgt	38	AAF	15th	None	Yes
AEG	Hense, Eugene	AEG	32626391	Sgt	38	AAF	15th	None	Yes
AG	Bleckennel, Loyal D.	AG	16116069	Sgt	38	AAF	15th	None	Yes
AG	Lowrey, William G.	AG	36571092	Sgt	38	AAF	15th	None	Yes
AG	Harrington, Howard M.	AG	38541885	Cpl	38	AAF	15th	None	Yes

(20) Anstett Lawrence W. (21) O-823235 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 15th (26) 451st (27) 726th (28) Castelluccio AF
(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) 2-8-44 Present rating (35) Pilot (36) 2-8-44 Instrument Rating (37) 2-8-44
(Rating) (Date) (Rating) (Date)



FIRST PILOT HOURS:
(as the time of this accident)
(38) This type B-24 208:25 (42) Instrument time last 6 months
(39) This model B-24J 185:00 (43) Instrument time last 30 days
(40) Last 90 days 95:00 (44) Night time last 6 months
(41) Total 598:25 (45) Night time last 30 days

AIRCRAFT DAMAGE 1 (4) LIST OF DAMAGED PARTS

DAMAGE	(46)	(47)	(48)
(46) Aircraft	<u>W</u>		
(47) Engine(s)	<u>W</u>	<u>W</u>	<u>W</u>
(48) Propeller(s)	<u>W</u>	<u>W</u>	<u>W</u>

Completely Destroyed

(50) Weather at the time of accident 5 to 7/10 Cirrus clouds at 22,000 to 25,000 ft. Visibility 8 to 12 miles.
(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Castelluccio (53) To Castelluccio (54) Kind of clearance Combat
(55) Pilot's mission Combat Mission
(56) Nature of accident Crew abandoned aircraft when #1, #2 engine failed and #4 supercharger runaway.
(57) Cause of accident Drop on manifold pressure from 40" to 35" mercury on #1 and #2 engine also #4 supercharger ran away. Complete loss of oil pressure caused #1 and #2 props to be feathered.

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DESCRIPTION OF ACCIDENT

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

Aircraft number 42-51483 took off at 0715 on a Combat Mission, at 0831 while climbing to cruising altitude at about 14,000 ft. #2 and #3 engine showed a drop in manifold pressure. The pilot tried to correct this by increasing the turbo setting but this failed to increase the power in these two engines. Shortly after the #2 engine began to show a drop in oil pressure and finally reached a point when it had to be feathered, at about this same time #1 showed a similar drop and was feathered. Previous to this time the pilot had been notified that #1, #2, and #3 engines were leaking oil. While trying to reach an airfield to make a landing the supercharger on #4 engine got out of control and finally went completely out. The crew bailed out at 3,000 ft after the pilot decided he was unable to land the plane safely. The plane was completely demolished.

RESPONSIBILITY

Material Failure

James B. Knapp
JAMES B. KNAPP
Colonel, Air Corps,
Commanding.

Lt. Col. L. Stefanowicz
LEROY L. STEFANOWICZ,
Lt. Col., Air Corps.

Clyde L. Wagner
CLYDE L. WAGNER,
Major, Medical Corps.

William H. Momanus, Jr.
WILLIAM H. MOMANUS, JR.
Major, Air Corps.

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

Signature _____ (Investigating Officer)

Date _____

STATEMENT OF LT. CHARLES SIEGEL

Ship #41 was flying in #2 position on November 18 at 15000' North of Grossetta. No. 2 and 3 superchargers showed a drop in manifold pressure. An attempt was made to remedy this, but with supercharger control on engines #1 and #4 were drawing approximately 40" with #2 and #3 drawing 38". Shortly afterward #2's oil pressure dropped to zero. This engine was feathered. Several minutes later #1 showed a similar drop and it was also feathered. Previous to this the waist had reported engine #3 as leaking oil.

With #1 and #2 feathered we left the formation and asked the navigator for a heading to the nearest field. In the meantime we went out over the Mediterranean and dropped our bombs. Returning inland we headed for Grossetta. The pilot ordered all crew members except himself, the co pilot, and engineer to bail out. At this time #4 was leaking gas and showed tendencies to "run away". (supercharger)

After the 7 crew members bailed out, #4 ran away and then lost complete power. With an altimeter reading of 3000' and the field too far distant to make on one engine the remaining 3 crew members bailed out in the vicinity of Grossetta, Italy. The ship spiralled in a short distance away and was a complete loss.

Charles Siegel
CHARLES SIEGEL,
2nd Lt., Air Corps,
Co Pilot.

STATEMENT OF LT. LAWRENCE W. ANSTETT

At 09:51 at 10°38' E 43°05' at an altitude of 14000 feet a lack of power on engines No. #2 and #3. We tried to remedy the lack of power by thruing the Supercharger regulator up a position of 10 but there was no improvement. Number one and two engines were reported leaking oil from the waist. The number two engine, oil pressure started to fall off going steadily toward zero. The engine was feathered. About two minutes later engines number one oil pressure dropped off steadily to zero, and it was feathered. We headed for the Tyrrhenian Sea where we jettisoned our bombs at an altitude of 8500 ft. Heading back toward the coast we spotted a field near Grossetta. The number four engine was reported from the waist pouring white smoke. Everyone except the Pilot, Co Pilot, and Engineer was bailed out at 7000 ft. Attempts to contact the field on VHF were made but there were no answers. The number four supercharger ran away, and finally lost all power. At 3000 feet, losing altitude rapidly the three remaining crew members bailed out.

Lawrence W. Anstett
LAWRENCE W. ANSTETT,
2nd Lt., Air Corps,
Pilot.

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WAR DEPARTMENT
AAF Form No. 54
(Revised 2-15-43)

ARMY AIR FORCES

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

TO BE FILLED IN BY STATION	
Station Serial No.	Date Submitted 11-27-44

STATION APO 520, New York, New York		ORGANIZATION 726th Bombardment Squadron (H)		
SUBJECT OF REPORT	Property Class-Name O2-A, Engine Aviation	Manufacturer Chevrolet	AAF Order or Shipping No.	
AIRCRAFT - Model & AAF Serial No. B-24J 42-51483		ENGINE - Model & AAF Serial No. R1830-43		UNIT OR ACCESSORY - Type, Model and Serial No.
AIRCRAFT REPORTS ONLY	LAST D.L.R. - Depot New	Date	Flying Time Since	Total Flying Time 203:45
ENGINE REPORTS ONLY	LAST OVERHAUL - Depot New	Hours Since 203:45	Depots and Hours At Each Previous Overhaul None	
PART	Name			Part Drawing, Serial and Specification No.
	Time in Use	Quantity on Hand	Quantity Known Defective	No. Previous Failures None
		Manufacturer Chevrolet	Inspector's No. or Identification	
Indicate by ✈ 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

"MATERIAL FAILURE"

1. **DESCRIPTION OF TROUBLE:** On a routine bombing mission, pilot of subject aircraft was forced to feather number 1 and 2 propellers at approximately 14,000 ft. The manifold pressure on #2 engine dropped from 40" Hg to 35" Hg. Afterwards, the oil pressure dropped towards 0 P.S.I. and oil was seen leaking from the breather. The propeller was immediately feathered and shortly afterwards, #1 engine also lost power and oil pressure slowly dropped to 0 P.S.I. at which time its propeller was feathered. At this time #4 supercharger ran away and an excessive amount of smoke was seen coming from the engine. Complete power was lost and the crew was forced to bail out.
2. **HISTORICAL DATA:** Total airplane hours previous to mission: 203:45 hours.
Engine CP313734 installed #1 nacelle at factory.
Engine CP313795 installed #2 nacelle at factory.
Engine CP315612 installed #4 nacelle at factory.
3. **CORRECTIVE ACTION TAKEN:** None.
4. **DISPOSITION:** Airplane was completely demolished and Forms 41B, 1A, 60A, 60B, and 61 were forwarded through channels.
5. **PREVIOUS REPORTS:** None.
6. **RECOMMENDATIONS:** None.
7. **REMARKS:** No previous reports of excessive oil consumption were experienced on these engines.
8. **PHOTOGRAPHS:** None.

Seymour B. Richmond
SEYMOUR B. RICHMOND,
1st Lt., Air Corps,
Engineering Officer

UR ROUTING

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

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