

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

11-17-44

093

(1) Place Torino di Segno, Italy. (2) Date 23 October 1944 (3) Time 1025  
 AIRCRAFT: (4) Type and model B-24J 440 (5) A. F. No. 42-51632 (6) Station Castelluccio Air Field  
 Organization: (7) Fifteenth (8) 451st Bomb (9) 725th Bomb  
 (Command and Air Force) (Group) (Squadron) 4167

PERSONNEL BH

DUITY (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)
01	P. Cookman, Robert G.	P	0-711602	2nd Lt.	18 01	AC	15th	Fatal	Yes <u>K</u>
04	CP Flint, Russell J.	P	0-326404	2nd Lt.	16 01	AC	15th	Minor	Yes <u>0</u>
05	N. Johnson, David G.	M	0-2056410	2nd Lt.	16 01	AC	15th	None	Yes <u>0</u>
06	B. Goodson, Ray M.	B	0-776535	2nd Lt.	16 01	AC	15th	None	Yes <u>0</u>
07	E. Crkin, David (MIA)	E	32283760	Sgt	16 01	AAF	15th	None	Yes <u>0</u>
07	RO Gess, Joseph L.	RO	17075435	Sgt	16 01	AAF	15th	Minor	Yes <u>0</u>
07	AB Osafsky, Moyer (MIA)	AB	32281186	Sgt	16 01	AAF	15th	Minor	Yes <u>0</u>
10	AG Geaney, John J.	AG	32920764	Sgt	16 01	AAF	15th	Minor	Yes <u>0</u>
14	AG Muth, Charles J.	AG	35283271	Sgt	16 01	AAF	15th	Minor	Yes <u>0</u>
14	AG Chin, Hang S.	AG	32700709	Sgt	16 01	AAF	15th	Minor	Yes <u>0</u>

PERSONNEL INVOLVED IN ACCIDENT

(20) Cookman Robert G. (21) 0-711602 (22) 2nd Lt (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) Fifteenth (26) 451st Bomb (27) 725th Bomb (28) Castelluccio  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) Fifteenth (30) 451st Bomb (31) 725th Bomb (32) Castelluccio  
 (Command and Air Force) (Group) (Squadron) (Station) 4167  
 Original rating (33) Pilot (34) 2-8-44 Present rating (35) Pilot (36) 2-8-44 Instrument rating (37) K  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOUSE

(at the time of this accident)

(38) This type B-24 (39) 96:05 (42) Instrument time last 6 months  
 (40) This model B-24J (43) 75:40 (43) Instrument time last 30 days  
 (44) Last 90 days 41:35 (44) Night time last 6 months  
 (45) Total 545:40 (45) Night time last 30 days

AIRCRAFT DAMAGE F

DAMAGE				(46) LIST OF DAMAGED PARTS
(46) Aircraft	<u>WS</u>	<u>WS</u>	<u>WS</u>	Complete destruction by crash and fire.
(47) Engine(s)	<u>WS</u>	<u>WS</u>	<u>WS</u>	
(48) Propeller(s)	<u>WS</u>	<u>WS</u>	<u>WS</u>	

(50) Weather at the time of accident Cloudy, overcast at 8,000 ft., partly cloudy at 3,000 ft. to 4,000 ft.  
 (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 7167  
 (56) Nature of accident Aircraft crashed into mountain after crew abandoned ship.  
 (57) Cause of accident Number 1 and 2 engines failed and aircraft could not maintain altitude.  
 (58) Yes 33  
34

DESCRIPTION OF ACCIDENT

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

Army 42-51682, while on a combat mission lost #1 engine when apparently a cylinder head blew, and #2 engine because of an excessive oil leak. Pilot was not able to maintain sufficient altitude to return the ship to a landing strip and was forced to abandon the aircraft.

RESPONSIBILITY: 100% Materiel Failure.

*James A. Applegate*  
JAMES A. APPLGATE,  
Lt. Col., Air Corps.

*Robert E. Applegate*  
ROBERT E. APPLGATE,  
Lt. Col., Air Corps.

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

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

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

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

Date \_\_\_\_\_

## S T A T E M E N T

On 23 October 1944, crew 34, took off for a regular combat mission in ship 42-51682. Approximately 150 miles from the base between the altitudes of 12500 and 13000 feet. I was flying #5 position in the Squadron formation. I started to fall behind the formation and then the pilot took the controls. The pilot pointed at our manifold pressure gauge on #2 engine that it was only drawing 25 inches. He also pointed out that #1 cylinder head temperature indicated 320°. I opened the cowl flaps on #1 and the engineer checked the amplifier on #2 turbo; it checked all right. At that time, there was an explosion in #1 engine and the pilot feathered that engine. I believe the explosion was caused by the blown cylinder head. We aborted from the formation and took a 155° heading. We then started to lose altitude very fast. The waist gunner called in on inter- phone that the ship was smoking and the control surfaces were covered with oil. The oil pressure on #2 engine started fluctuating and in a few seconds dropped to a pressure of 20 pounds. I feathered it. We salvaged our bombs and started throwing out the guns and ammunition. We then took a West heading towards the coast line. I turned on the auto-pilot master switch. Shortly after, we sighted the coast line. By the time we were over land, the altimeter indicated 4000 feet, 140 I.A.S., and a rate of descent between 200 to 300 feet per minute. We tried to contact "Big Fench" and "Mayday" but didn't receive any answers. The pilot tried his utmost to save the ship. Since there wasn't any fields in sight for crash landing, we turned North to avoid the mountains and clouds. We went through a small cloud and emerged over a valley at an altimeter reading of 2500 feet. I gave the order to bail out and also rang the alarm bell. The pilot asked me if we should try to crash land the ship, but I said "I did not think we should, because the terrain was hilly." He gave me the order to bail out and said he would follow me. I bailed out at about 1000 feet and landed on a hill.

© The ship made a gentle turn to the left and crashed in the hills. © The pilot bailed out but did not have sufficient altitude for his parachute to open properly, because of the rise in the terrain. ©

Two Lance Corporals, from the British Military Police, Sgt. Cooney and I went to the spot where the ship crashed. The ship was demolished.

We found the pilots body approximately 500 feet from where the ship crashed, with his chute open.

*Russell J. Flint*  
RUSSELL J. FLINT.  
2nd Lt., AC  
CoPilot Crew 34

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.	Date Submitted
	10-29-44

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

STATION <b>AP0 520</b>		ORGANIZATION <b>451st Bomb Gp (H)-725th Bomb Sq (H)</b>			
SUBJECT OF REPORT <b>01-B Consolidated Aircraft</b>	Property Class-Name	Manufacturer <b>Ford</b>	AAF Order or Shipping No. <b>W-535-AC21216</b>		
AIRCRAFT Model & AAF Serial No. <b>B-24J 42-51682</b>		ENGINE - Model & AAF Serial No. <b>R-1830-65A</b>	UNIT OR ACCESSORY - Type, Model and Serial No.		
AIRCRAFT REPORTS ONLY	LAST D.L.R. - Depot <b>NEW</b>	Date	Flying Time Since	Total Flying Time	
ENGINE REPORTS ONLY	LAST OVERHAUL - Depot	Hours Since	Depots and Hours At Each Previous Overhaul		
PART	Name <b>B-24J Airplane</b>		Part Drawing, Serial and Specification No. <b>Spec. No. ZD32-020</b>		
	Time in Use <b>154:25</b>	Quantity on Hand <b>15</b>	Quantity Known Defective <b>1</b>	No. Previous Failures <b>None</b>	Manufacturer <b>Ford</b>
	Inspector's No. or Identification				
Indicate by <input checked="" type="checkbox"/> 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 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:** While on a bombing mission 23 October 1944, it was noted by Pilot and Co-pilot that #1 Engine, AAF No. CP-313351, was vibrating and throwing oil excessively. Subject engine was then feathered. Crew Members then noticed that #2 Engine, AAF No. CP-325099, was throwing oil excessively; this engine was also feathered. Pilot then tried to maintain sufficient altitude to return the ship to an emergency landing field. Aircraft was losing altitude rapidly. Pilot then ordered crew to abandon ship. Aircraft was completely destroyed by crash and fire. Power Settings used: 2500 R.P.M. , 44"MG, at 12, 800 ft.
- SERVICE & HISTORY:** Aircraft accepted by this organization: 27 August 1944  
Total Hours: 154:25 #1 Eng.: 1:45 #3 Eng.:154:25  
#2 Eng.:154:25 #4 Eng.:154:25
- ACTION TAKEN TO CORRECT:** None
- RECOMMENDATIONS:** None.
- PREVIOUS REPORTS:** None.
- DISPOSITION:** None.
- GENERAL REMARKS:** This Unsatisfactory Report is submitted in accordance with the provisions of AAF Regulation 62-14A, dated May 28, 1943.
- PHOTOGRAPHS:** None.

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

**ROUTING**

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