

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

(1) Place Near Bovino Italy at (4114N 1518E) (2) Date November 22, 1944 (3) Time 0830  
 AIRCRAFT: (4) Type and model B-24 L.G. (5) A. F. No. 42-51747 (6) Station Castelluccio, Italy  
 Organization: (7) 15th (8) 451st (9) 725th  
(Command and Air Force) (Group) (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	TRALL, ARTHUR J.	P	O-736579	2nd Lt.	18	AC	15th	Fatal	No
CP	WALTER, RAYMOND S.	P	O-827762	2nd Lt.	18	AC	15th	Fatal	No
N	JACOBSEN, RALPH G.	N	O-2056322	2nd Lt.	18	AC	15th	Fatal	No
B	BALES, WARREN H.	B	O-2057731	2nd Lt.	18	AC	15th	Fatal	No
E	Oxford, Welford L.	E	35791683	Sgt.	38	AAF	15th	Fatal	No
RO	Yount, Daneil H.	RD	35799904	Sgt.	38	AAF	15th	Fatal	No
ARG	Sullivan, William L.	ARG	17181555	Sgt.	38	AAF	15th	Fatal	No
AG	Haer, Joseph F.	AG	16115407	Sgt.	38	AAF	15th	Fatal	No
AG	Diakin, James J. Jr.	AG	38455407	Sgt.	38	AAF	15th	Fatal	No
AAG	Gulledge, Joseph F.	AAG	15060459	S/Sgt.	20	AAF	15th	Fatal	No

PERSONNEL DATA

(20) Teall Arthur J. (21) O-736579 (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) 725th (28) Castelluccio, 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) 1-4-43 Present rating (35) Pilot (36) 1-4-43 Instrument rating (37) 7-28-44  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-24 128:45 (42) Instrument time last 6 months 12:15  
 (39) This model B-24J 113:15 (43) Instrument time last 30 days 0:00  
 (40) Last 90 days 113:40 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 845:35 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	<u>Aircraft completely destroyed by crash, exploding bombs and fire.</u>
(47) Engine(s) <u>W</u> <u>W</u> <u>W</u> <u>W</u>	
(48) Propeller(s) <u>W</u> <u>W</u> <u>W</u> <u>W</u>	

(49) Weather at the time of accident Scattered 5/10 Strato-Cumulus at 4,000 ft. Visibility unlimited.

(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

(56) Nature of accident Aircraft stalled out at 8,500 ft. while flying a combat formation resulting in the aircraft going into a spin and crashing.

(57) Cause of accident Aircraft stalled and control was lost, causing the airplane to spin, from which recovery was not made.

(58) No

DESCRIPTION OF ACCIDENT

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

On a combat mission on 22 November 1944, Lt. Weall flying aircraft No 42-51747, spun in from 3500 ft indicated while flying #3 position in formation. The Squadron was flying #3 Flight of the Group Formation.

The Flight took off at 0800 and was formed by 0815, at the time of the accident the flight was climbing to rendezvous altitude. Two minutes before the accident the #4 ship called the lead ship and informed them that they were indicating 145 MPH. The lead ship was indicating 155 MPH. At this time the Group was sighted and during the assembly the flight flew into a cloud bank, #4 ship was indicating 140 MPH. At this time ship #747 must have stalled out and in the resulting spin the ship crashed into the ground.

RESPONSIBILITY: 100% Pilot Error.

RECOMMENDATIONS: None

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

*Leroy L. Stepanowicz*  
LEROY L. STEPANOWICZ,  
Lt. Col., Air Corps.

*Clyde L. Wagner*  
CLYDE 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 OF AIRCRAFT ACCIDENT

Station Investigating Accident - 451st Bombardment Group (H)

Place of Accident - Near Bouino, Italy - Plane Type - B-24J

Mission - Combat - Date Accident - 22 November 1944 - Time Accident - 0830

Manner of Occurrence and Probable Cause of Accident - On the combat mission of 22 Nov 44, Lt. Teall of crew #44, flying aircraft #42-51757, spun in from 8500' indicated while flying #6 position in formation. The squadron was flying in #3 flight of the group formation.

The flight took off at 0800 and was formed by 0815, at the time of of the accident the flight was climbing to rendezvous altitude. Two minutes before the accident the #4 ship called the lead ship and informed them that they were indicating 145 mph. The lead ship was indicating 155mph. At this time the group was indicating 140mph. At this time ship #747 must have stalled out and in the resulting spin the ship crashed into the ground.

Pilot Name - Teall, Arthur J. - ASN O-736579 - Age - 27 - Rating - Pilot

Total Pilot Hours - 845:35 - No. Previous Accidents - None - Date Last Physical Exam - 13/Aug/44 - History of Physical or Neuropsychic Defects - None

Copilot Name - Walter, Raymond S. - ASN O-827762 - Age - 21 - Rating - Copilot

Total Pilot Hours - 541:45 - No. Previous Accidents - None - Date Last Physical Exam. - 13/Aug/44 - History of Physical or Neuropsychic Defects - None

No. Persons in Plane - 10 - No. Persons killed - 10 - No. Persons Injured - 0

No. Persons not Injured - 0.

Injuries to Personnel:

Teall, Arthur J.	2nd Lt.	O-736579	P
Walter, Raymond S.	2nd Lt.	O-827762	CP
Jacobsen, Ralph G.	2nd Lt.	O-2056322	N
Bales, Warren H.	2nd Lt.	O-2057731	B
Oxvord, Welford L.	Sgt.	37591683	E
Yount, Daniel H.	Sgt.	35799904	RO
Sullivan, William L.	Sgt.	17181555	AEG
Haser, Joseph F.	Sgt.	16115407	AG
Diskin, James J., Jr.	Sgt.	35455407	AG
Gulledge, Joseph F.	S/S t.	15060459	AEG

All bodies were burned and dismembered.



EQUIPMENT & EDK:

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? - 10 - 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? - Aircraft stalled out at 8,500' while flying a combat formation resulting in the aircraft going into a spin and crashing.

General statement regarding accident with recommendations - None

Date - 28 November 1944

  
CLYDE L. WAGNER  
Major, Medical Corps  
Group Flight Surgeon

R E S T R I C T E D

S T A T E M E N T

22 November 1944

On my way from Foggia to Naples on 22 November 1944, about 25 miles from Foggia, I heard an airplane in distress. My driver remarked that it sounded like "the dive-bombers that came over Maison Blanche". Shortly after this I heard a crash. Stopping the vehicle, my driver and myself, looked to the left and saw smoke rising from the valley--a distance I judged to be about 2 miles. Just after I left my vehicle and walked across the road I heard a sharp explosion. As I made my way to the scene of the accident, I again heard another sharp report. When I arrived at the scene I found a great number of Italians standing around the wreckage. This was about 20 minutes after the crash. According to my watch I heard the crash at about 0845 hours Able time.

I asked the civilians if they had seen any parachutes and one remarked that the plane went into a spin and no parachutes were seen. Another reported seeing 3 parachutes open. The wreckage was strewn over  $\frac{1}{4}$  of a mile in nearly every direction. We, my driver, a passenger and myself, located 5 bodies and their identification marks. Two had rings and the balance had "Dog-Tags". I gave these articles to the Medical Officer who arrived about 1100 hours Able time.

/s/ GEORGE BAISCHE,  
Major, Air Corps,  
O-902689,  
36th Supply Sqdn.,  
36th Air Depot Gp.

A TRUE COPY:

/s/ Neil F. Johndrow  
/t/ NEIL F. JOHNDROW,  
Captain, Air Corps.

A TRUE COPY:

*Francis J. Hoermann*  
FRANCIS J. HOERMANN,  
Major, Air Corps.

C O N F I D E N T I A L

S T A T E M E N T

The following is a course of events concerning a B-24 belonging to the 451st Bombardment Group (h):

At approximately 0915A, 22 November 1944, Base Operations, 18th Air Depot Group, AFAD #53, received a call telling of an aircraft accident of a B-24 type aircraft which crashed about 35-Km. from Foggia--about 2000 yards off the Naples road.

This office immediately made preparation for a convoy consisting of the Aircraft Accident Officer, a recorder, a photographer, the Provost Marshal and guards and the Medical Duty Officer and two ambulances to proceed to the scene of the accident. Arriving at the accident at approximately 1100A, an American Major, two enlisted personnel and Italian police were seen to be guarding and investigating the accident. A statement was made by the Major, and from then on the Aircraft Accident Officer, 18th ADGp assumed control of the situation.

The initial spot where the plane hit was a large crater--presumably made from explosions and impact, and this was still smoldering a little. For over an acre in all directions there was wreckage--mostly small pieces. Only a few large parts were seen, and one-half of a vertical stabilizer was in such condition that one could recognize what type aircraft it came from. It was painted red and from this it was concluded that the aircraft belonged to some group of the 49th Bomb Wing. The remainder of this--or any other parts--gave no evidence of Group ownership. No serial number could be found.

There were no complete bodies and most of them had been burned or slightly burned. Within a short time the Medical Department had extracted eight (8) bodies from the wreckage. As some of these bore such identification as rings or dogtags, it was easy to identify at least 6 of the 8. It was hard to determine at the time what happened to 2 of the crew as they apparently had been blown to bits. Later investigation showed that one charred body was in the crater, but the heat was still too intense to get at it. The bodies and members of bodies later taken to the hospital showed that 9 men were taken from the wreckage.

Operations personnel and the photographer searched for further evidence but were not too successful. Nylon maps and other secret material was handed over to the Provost Marshal. The photographer took pictures of such parts that would bear evidence as to plane type.

Upon interrogating the civilians it was learned from one man who spoke fair English, that the plane nosed down from a formation (he did not state the number in the formation) and went into a spin. He said it looked like the pilot was trying to pull out, but judging from his manner of conversation, the plane more or less mushed and eventually crashed. This man said he saw no parachutes open and stated that he was positive of this because he was working in his field when the planes came over. He said he looked up at the formation and when he saw the one plane started to nose in he followed it all the way down. He said there were two explosions.

Other Italians seemed to agree with this man although it was not possible to get a statement in English from them. The one English speaking Italian acted as an interpreter and it is assumed that he made no attempt to sway their observations other than what they actually saw. This statement is made because one Italian was noted as saying that he was sure he saw three parachutes open.



C O N F I D E N T I A L

Statement: Crash B-24, 22 Nov '44.

People are often prone to exaggerate in such an instance and thus distort the true happenings. Unfortunately no American personnel were in the vicinity to verify the statements of the Italians. The American Major only heard the plane drone as it went down and later saw the smoke. As ten members of the crew have been accounted for it is very possible that at least one exact statement was made.

As this plane crashed in a spot quite difficult to get at, and the fact that it was blown to bits, there is not enough left to make salvage of parts worth while. The investigating party spent over 2 hours looking around for additional evidence but as was previously stated, found none. The bodies were dispatched to the morgue of the 61st Station Hospital and the Medical Duty Officer turned the identification tags and rings to the hospital.

This office called the Duty Officer, A-3 Section, 49th Bomb Wing immediately after coming from the accident and told the story as completely as possible.

As near as can be figured this accident happened at 0845A, hours at a spot approximately figured as: 41° 14'N -- 15° 18'E.

Following is a list which the Medical Officer turned over to Operations: All deceased:

YOUNT --9904  
J.G.----Ring  
ARTHUR TEALE---Dog Tags  
JAMES DISKIN---Dog Tags  
WM. SULLIVAN---DOG TAGS  
RAYMOND S. WALTER---Dog Tags  
WELFRED OXFORD---Dog Tags  
Body -- Watch and Ring

/s/ Neil F. Johndrow,  
/t/ NEIL F. JOHNDROW,  
Captain, Air Corps,  
Aircraft Accident Officer.  
13th Air Depot Group.

TRUE COPY:

*James J. Hoermann*  
FRANCIS J. HOERMANN,  
Major, Air Corps,  
Operations Officer.

C O N F I D E N T I A L