

CONFIDENTIAL RESTRICTED

U. S. ARMY AIR FORCES

3-31-45
7831
19-015

REPORT OF AIRCRAFT ACCIDENT

45-3-17-503
90
4

(1) Place Near Spinazzola, Italy (2) Date 3-17-45 (3) Time 1115
AIRCRAFT: (4) Type and model B-24J D (5) A. F. No. 42-52044 (6) Station Castelluccio Air Field
Organization: (7) 15th AF (8) 451st B. G. (9) 727th Bomb Sq.
(Command and Air Force) (Group) (Squadron)

PERSONNEL BH

7169

DATE	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	Wozniak, Joseph C.	P	0-807094	2nd Lt	18	AC	15th	None	No
	DuFault, Peter K.	P	0-821994	1st Lt	18	AC	15th	None	No
	Sciullo, Charles A.	E	9128095	CPL	38	AAF	15th	None	No

acc # 1
(20) Wozniak, Joseph C. (21) 0-807094 (22) 2nd Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 15th AF (26) 451st B. G. (27) 727th Bomb Sq. (28) Castelluccio Air Field
(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) 6-30-43 Present rating (35) Pilot (36) 6-30-43 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours: OK T.O. - 1
(at the time of this accident)

(38) This type B-24 409:10 (39) Instrument time last 6 months _____
(40) This model B-24J 25:15 (41) Instrument time last 30 days _____
(42) Last 90 days 116:20 (42) Night time last 6 months _____
(43) Total 791:00 (43) Night time last 30 days _____

AIRCRAFT DAMAGE

progs

NF

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>M</u>	Right wing tip, aileron, and outer wing panel
(47) Engine(s)	
(48) Propeller(s)	

(49) Weather at the time of accident 8/10 strato cumulus above 10,000 feet. Wind SE 8 MPH.
Visibility 12 miles.

EH

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Castelluccio (53) To Castelluccio (54) Kind of clearance Local

(55) Pilot's mission Training formation

(56) Nature of accident Ship collided with another.

IIA 17-21

(57) Cause of accident Pilots lost sight of their element leader during a turn.

RESTRICTED

(58) No. 1

DESCRIPTION OF ACCIDENT

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

NARRATIVE STATEMENT

This ship was flying as right wing ship in second element (No. 5 position) of a flight making a practice bomb run. The co-pilot was flying at the time. During a turn the co-pilot lost sight of his element leader and inadvertently crossed over above him and descended on his left. This resulted in this ship's right wing knocking off his leader's left vertical stabilizer and bending his own wing up at a point approximately 12 feet from the tip.

Both ships successfully flew back to the base.

Another accident report has been submitted covering the other ship concerned.

RESPONSIBILITY

The board places responsibility for the accident and damage to both ships on the pilots mentioned in this report. Pilot - 50%. Co-pilot - 50%.

ACTION TO PREVENT REPETITION

All Pilots have been instructed to keep element leader in view at all times, even though co-pilot is at controls. All have been shown pictures of this accident and told how it occurred.

LeRoy L. Szwedonowicz
LEROY L. SZWEDONOWICZ,
Colonel, Air Corps,
Commanding.

John S. Hopfack
JOHN S. HOPFACK,
Lt. Colonel, Air Corps.

Francis J. Hoermann
FRANCIS J. HOERMANN,
Lt. Colonel, Air Corps,
Acft. Accident Officer.

Walter L. Wagner
WALTER L. WAGNER,
Major, Medical Dpt.

Charles B. Hodges Jr.
CHARLES B. HODGES JR.,
Major, Air Corps.

Richard E. Prooft
RICHARD E. PROOFT,
Captain, Air Corps,
Acft. Investigating Officer.



Signature _____
(Investigating Officer)

Date _____

727th Bombardment Squadron (H)
Office of the Operations Officer
APO 520 US Army

20 March 1945

S T A T E M E N T

On March 17, 1945 at approximately 0930 we took off from the home base on a practice formation and bombing mission.

At 1115 I was flying number five position in the formation, altitude 8,000 feet, we collided with the number four ship. The co-pilot was flying the ship at the time while I had my head turned and was reaching for a cigarette, so I did not actually see the collision. The first sensation I had of anything being wrong was when I felt a decided tremor go thru the entire ship and it slid sharply off to the left. Then the ship made a steep diving turn to the right and we lost altitude fast. I could not get the ship out of the diving turn so I told the co-pilot and engineer to put their 'chutes on and prepare to bail out. I finally managed to right the ship and we could turn to the left fairly well. We maintained an altitude of 5,000 feet and flew back to the base making a successful landing at the home field.


JOSEPH C. WOZNIAK
2nd. Lt, AC

727th Bombardment Squadron (H)
Office of the Operations Officer
APO 520 US Army

20 March 1945

S T A T E M E N T

This is the story of the accident as I saw it:

I had taken over the controls and was flying on the #4 ship's wing in the #5 position. I temporarily lost contact with #4 and moved to the right, keeping approximately in line with #2 ship. Lt Wozniak, the pilot, yelled "where in hell are you going?" I gave him the controls and the ship went into a sharp left bank. I saw #4's outboard wing sliding under us. I grabbed at the controls again. Apparently Lt. Wozniak was also just grabbing them. In that instant I heard our ship strike something and the next instant we were out of control.



PETER K. DUFAULT,
1st Lt, AC