A. A. F. Boirin No. 14 (Revised May 15, 1942)		WAR DEPARTMENT U. S. ARMY AIR FORCES					ACCIDENT No		
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n m	se Castelluccie Army i	irciald	. Italy	. (2) Date		gust 19		Time _ 084	5
	LAFT: (4) Type and model	3-24G (40 (5) A. F	No 42-	73102 () Station	Castelluc	cio AAF.	Italy
	Organization: (7)	15th AF	· · · · · · ·	451st Bo	ab (*)	.726th	Bomb (Squad		1777
	(Cor	amand and Al		(Group)	AL		(.54	- Y /	154
		12	PI	ROUNDER	011				
1	NAME				PERSONNEL		Are Fonce on	RESULT TO	Use or
UTT	(Last name first)	RATING	SERIAL NO.	RANK	CLASS	BRANCE	COMMAND	PERSONNEL	PARACEUT
10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
21	Tiller, Milbur F.	P	0-821326	2nd Lt	19.01	AC	15th	Major	No
P	Hunter, William M.	P	0-322724	2nd Lt	18.24	AC	15th	Minor	MQ
L	Witwicki, Alphonse E.	N	0-716565	2nd Lt	18.0/	AC	15th	None	No
3 1	Levenson, Sidney S.	B!	0-561501	2nd Lt	1801	AC	15th	Fatal	No.
-	Faran, Francis J.		31139954	Sat	38 2.2	AAF	15th	Fatal 7	No
G.	House, Felix L.	AG.	34829240	Cpl	18 20	AAF.	15th	Fatal"	No
0	Ehrlichmann, Donald L.	RO	17153713	S/Sgt	\$8	AAF	15th	None	No.
G	Cwienkala, Oscar E.	AG	36771177	Cpl	88	AAF	15th	Fatal 7	No
G	Clifton, Lloyd T.	AB	1	Set.	38		5th	Minor ?	No
G	Soukup, Frank E.	AC	- TOLIADOR		382.2	ALE.	1. 15th	Minor -	No
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			10				7	F	
		le. to			0.0111.0	and .	- 194	Hel	the j
	Hiller, Hilber F.	1-1	- 10 PA		(22) _4	T+		(24)	IC
- MGII		7/44 P	resent rating (2	Pilot	(36) 1/7/4 (Data)	4 Instru	ment rating (m <u>3/5/44</u>	Dete)
'IRST at the (38 (39 (49	(fisting) P PLOT HOURS: e time of this accident))) This type	2-24 B-248 /	12911 29./- 6.6	(42) 1 20	Instrument ti Instrument ti Night time la	me last 6 m me last 30 st 6 month			
IRST at the (38 (39 (49	r PILOT HOURS: e time of this accident) i) This type)) This model	2-24 B-248 /	<u>12911</u> 29./- 0: 	(1/41112) 1 1 1 1 1 1 1 1 1 1 1 1 1	Instrument ti Instrument ti Night time la Night time la	me last 6 m me last 30 st 6 month	oonths		
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'IRST at the (38 (39 (40 (41 (41	(Resting) e Pilot Hours: e time of this accident) i) This model	2-24 B-248 /	12911 27./. 010 83.2 50114 AIRCE	(42) 1 20 (42) 1 20 (43) 1 <u>30</u> (44) 1 <u>45</u> (45) 1 RAFT DAMAC	Instrument ti Instrument ti Night time la SE (49) LIS	me last 6 m me last 30 st 6 month st 30 days	days		
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DESCRIPTION OF ACCIDENT

(Brief parrative of accident. Include statement of responsibility and recommendations for action to prevent repatition)

The pilot was new to combat, had flown only 2 missions as co-pilot with his own crew, with an experienced-co-pilot superimposed on the crew. The ship was an old G. The pilot made a good take-off, attained approximately 1500 fest indicated, number one engine cut out, pilot salvoed bombs, (all bombs salvoed except 4 two hundred fifty pounders) pilot feathered #1 engine, could not hold altitude on 3 engines, made a reasonably good crash landing.

RESPONSIBILITY

It is the opinion of the Aircraft Accident Committee that poor techinque was exercised, in that some power might have been obtained from the faulty engine and that premature feathering the engine could have been poor judgement on the pilot's part.

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Signature

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Colonel, Air Corps.

ELLIS E. ENO. ... Lt. Col., Air Corps.

afor, Medical Corps.

William A.M.: Manis h. WILLIAM M. MOMANUS, JR., Major, Air Corps.

nlud

LELANDTA. YZYXIN, { Major, Air Corps, Aircraft Accident Officer.

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