

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

(1) Place 15 Miles South West of Trevis, Italy. (2) Date 12 August 1944 (3) Time 0830  
AIRCRAFT: (4) Type and model B-24C 240 (5) A. F. No. 42-78227 (6) Station APO 520  
Organization: (7) 15th (8) 451st (9) 725th  
(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	PADDOCK, WILLIAM C.	P	0-693941	1st Lt.	18 01	AC	15th	Minor 3	S
CP	LEITER, STANDON M.	CP	0-1703162	2nd Lt.	18 01	AC	15th	None	S
N	WAGGONER, JACK T.	N	0-712956	2nd Lt.	18 01	AC	15th	Minor 3	S
B	KEYES, KARL E.	B	0-899521	2nd Lt.	18 01	AC	15th	Minor 3	S
E	Witherow, Donald W.	E	33451812	T/Sgt	38 10	AC	15th	None	S
AE	Perry, Jack K.	AE	18170075	S/Sgt	38 10	AC	15th	None	S
AAE	Giasson, Henry G.	AAE	36586469	S/Sgt	38 10	AC	15th	None	S
RO	Rinehart, Harry S.	RO	35272183	T/Sgt	38 10	AC	15th	None	S
AG	Watts, Alvia M.	AG	6584469	S/Sgt	20	AC	15th	None	S
AAG	Kroll, Laroy E.	AAG	16041905	S/Sgt	38 10	AC	15th	None	S

XXXXXXXXXXXXXXXXXXXX

(20) PADDOCK W. WILLIAM C (Last name) (First name) (Middle initial) (21) 0-693941 (Serial number) (22) 1st Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)  
Assigned (25) 15th (Command and Air Force) (26) 451st (Group) (27) 725th (Squadron) (28) APO 520 (Station)  
Attached for flying (29) (Command and Air Force) (30) (Group) (31) (Squadron) (32) (Station)  
Original rating (33) Pilot (Rating) (34) 10-1-43 (Date) Present rating (35) Same (Rating) (36) Same (Date) (37) 2-19-44 (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-24 339:30 (42) Instrument time 114:45  
(39) This model B-24C 339:30 (43) Instrument time 114:45  
(40) Last 90 days 228:40 (44) Night time last 6 months  
(41) Total 756:05 (45) Night time last 30 days

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>H</u>	Complete destruction by fire and exploding bombs.
(47) Engine(s) <u>H</u>	
(48) Propeller(s) <u>H</u>	

(50) Weather at the time of accident CAVU

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Castelluccio (53) To Combat (54) Kind of clearance Combat

(55) Pilot's mission Combat

(56) Nature of accident Life raft inadvertently released, fouling elevators.

(57) Cause of accident Life raft accidentally came out of its compartment and caught on the elevators causing the controls of the ship to vibrate. After losing partial control of the ship it started in a dive, P & CP made a strenuous effort to bring ship to level flight and succeeded after ship was leveled, controls were still vibrating. Using trim tabs and special effort of P & CP the ship was climbing for altitude. After reaching and indicated altitude 2000' Pilot gave orders for personnel to bail out, after trying to gain complete control of ship.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

Aircraft effected a normal takeoff. Shortly after becoming airborne the aircraft allegedly began to vibrate and controls became ineffective. Sufficient altitude was attained in a straight path off the runway, wherein the pilot elected to abandon the airplane. Aircraft immediately crashed to earth and exploded.

Lt. Paddeck, Lt. Waggoner and Lt. Keyes received minor injuries and will return to duty in ten (10) days. Other personnel of the crew returned to duty after being treated for minor bruises.

RESPONSIBILITY

100% Material Failure

*Robert E. L. Eaton*  
ROBERT E. L. EATON,  
Colonel, Air Corps,

*Ellis E. Eno*  
ELLIS E. ENO,  
Lt. Col., Air Corps,

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

*W. H. McManus, Jr.*  
W. H. McMANUS, JR.,  
Major, Air Corps,

*Leland A. Youngkin*  
LELAND A. YOUNKIN,  
Major, Air Corps,  
Aircraft Accident Officer.

Signature ..... (Investigating Officer)

Date .....

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
	8-19-44

STATION APO 520		ORGANIZATION 451st Bomb Gp.(H), 725th Bomb Sqd.(H)	
SUBJECT OF REPORT 01B--Door-Life Raft, Right Hand	Property Class-Name	Manufacturer Consolidated	AAF Order or Shipping No.
AIRCRAFT--Model & AAF Serial No. B-24G 42-78227	ENGINE--Model & AAF Serial No.	UNIT OR ACCESSORY--Type, Model and Serial No.	
AMCRAFT REPORTS ONLY LAST D.I.R. - Depot None	Date	Flying Time Since	Total Flying Time
ENGINE REPORTS ONLY LAST OVERHAUL - Depot	Hours Since	Depots and Hours At Each Previous Overhaul	
Name Door-Life Raft, Right Hand		Part Drawing, Serial and Specification No. Part No. GK32B027	
Time in Use 351:00 Hrs.	Quantity on Hand 32	Quantity Known Defective 0	No. Previous Failures 0
Inspector's No. or Identification Unknown	Manufacturer Consolidated		
Indicate by "X" 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

1. DESCRIPTION OF TROUBLE: Fifteen minutes after take off August 9, 1944, Door-Life Raft, Right Hand, Part No. GK32B027, installed on B-24G Airplane, AAF No. 42-78227 came off. Life Raft came out and hung on horizontal stabilizer without inflating. The Pilot had no elevator or rudder control. The Crew bailed out and the ship crashed.

2. SERVICE & HISTORY: Life Raft inspected and reinstalled by this organization. Crew Chief checked subject Door on Pre-Flight inspection, for security.  
Position; Right Hand  
Total Hours; 351;00

3. ACTION TAKEN TO CORRECT: None

4. DISPOSITION: None

5. PREVIOUS REPORTS: None

6. RECOMMENDATIONS: None

7. GENERAL REMARKS: Altitude 1500 ft., Airspeed 160 M.P.H..

8. PHOTOGRAPHS: None

*J. W. Ramsey*  
J. W. RAMSEY,  
1st Lt., AC,  
Engineering Officer

UR ROUTING

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