

WAR DEPARTMENT  
 U. S. ARMY AIR FORCES

Accident No. 2 plane

3-21-45  
 7831

REPORT OF AIRCRAFT ACCIDENT

115-3-17-505

(1) Place NEAR Spidezzola, Italy (2) Date 3-17-45 (3) Time 1115  
 AIRCRAFT: (4) Type and model B-24L (5) A. P. No. 44-49391 (6) Station Castelluccio Air Field  
 Organization: (7) 15th AF (8) 451st E. G. (9) 727th Bomb Sq.  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

POST	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)
P	Owsley, Richard P.	P	0-795443	1st Lt	01	AC	15th	None	No
CP	Iather, Frank J.	P	0-433546	Major	01	AC	15th	None	No
E	Krappe, Leonard E.	E	31064846	S/Sgt	38	AAF	15th	None	No

acc # 2  
 (20) Owsley, Richard P. (21) 0-795443 (22) 1st Lt (23) 01 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 15th AF (26) 451st E. G. (27) 727th Bomb Sq. (28) Castelluccio Air Field  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) (30) (31) (32) 4169  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 3-14-43 Present rating (35) Pilot (36) 3-14-43 Instrument rating (37) 2  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)  
 (38) This type B-24 226:10 (42) Instrument time last 6 months  
 (39) This model B-24L 19:25 (43) Instrument time last 30 days  
 (40) Last 90 days 100:35 (44) Night time last 6 months  
 (41) Total 984:20 (45) Night time last 30 days

AIRCRAFT DAMAGE

DAMAGE		(46) LIST OF DAMAGED PARTS
(46) Aircraft	<u>13</u>	<u>Left vertical stabilizer and rudder. Horizontal stabilizer and supporting bulkheads.</u>
(47) Engine(s)	<u>1 1 1 1</u>	
(48) Propeller(s)	<u>1 1 1 1</u>	

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

(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 was struck in flight by a wing man.

(57) Cause of accident This ship's wing man lost sight of him during a turn, crossed above and descended on him from left side.

(58) No.

DESCRIPTION OF ACCIDENT

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

NARRATIVE STATEMENT

This ship was the second element leader of a flight making a practice bomb run. During a turn, the ship flying No. 5 position (on right wing) lost sight of its element leader and was observed to cross above and descend on this ship's left side, knocking off the left vertical stabilizer with its right wing. Both ships successfully flew back to base.

RESPONSIBILITY

The responsibility for damage to this aircraft is placed entirely on the pilots of the right wing ship. A separate accident report has been submitted concerning pilot error and damage of the wing ship.

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.

*L. Roy Stefonowicz*  
LEROY L. STEFONOWICZ,  
Colonel, Air Corps,  
Commanding.

*John S. Hoveck*  
JOHN S. HOVECK,  
Lt. Colonel, Air Corps,

*Francis J. Hoffmann*  
FRANCIS J. HOFFMANN,  
Lt. Colonel, Air Corps,  
Acft. Accident Officer.

*Ernie L. Wagner*  
ERNE L. WAGNER,  
Major, Medical Dept.

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

*Richard E. Prouty*  
RICHARD E. PROUTY  
Captain, Air Corps,  
Acft. Investigating Officer.



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


Date \_\_\_\_\_

727TH BOMBARDMENT SQUADRON (H)  
APO 520 U S Army

S T A T E M E N T

Our formation consisting of six ships had just turned on the bomb run on R ange #7 when the accident occurred. Time was approximately 1115.

The lead ship made a quick correction to line up on the target and our ship flying in number four position was a little out of position to the right. Our co-pilot, Major Lather, was flying at the time of the accident and the first indication I had of trouble was when the Major yelled that something was wrong with the ship. The ship had gone into a fairly steep turn to the right and I grabbed the wheel and helped level the ship. There was no violent crash at the time of impact and the only sensation I had was a slight jar which felt similar to prop-wash interference.

  
RICHARD P. OWSLEY,  
1st Lt., Air Corps,