

RESTRICTED
U. S. ARMY AIR FORCES

Accident No. 45-1-3-509

1-29-45
Y163-7
01-015

98

REPORT OF AIRCRAFT ACCIDENT

(1) Place Near Aston Clinton, Bucks. (2) Date 3 Jan 45 (3) Time 1829
Aircraft: (4) Type and model B-24H (5) A. F. No. 42-52650 (6) Station AAF 113
Organization: (7) 8 AF, 1st Bomb Div (8) 106th Bomb (H) (9) Y163

PERSONNEL

| DUTY | 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 | Hendrix, Ray L. | P | 0-775027 | 2nd Lt | 18 | AC | 8 AF | Fatal | None |
| CP | Pfullmann, Jerome | P | 0-778939 | 2nd Lt | 18 | AC | 8 AF | Fatal | None |
| N | Murphy, Vincent R. | N | 0-2065475 | 2nd Lt | 18 | AC | 8 AF | Fatal | None |
| B | Miller, Charles L. | B | 0-782941 | 2nd Lt | 18 | AC | 8 AF | Fatal | None |
| BOG | Wheatley, John T. | BOG | 35706656 | Sgt | 38 | AC | 8 AF | Fatal | None |
| ETG | Smyth, Blythe R. | ETG | 13034948 | Sgt | 38 | AC | 8 AF | Fatal | None |
| BTG | Waik, Franz-Josef R. | BTG | 32951823 | Sgt | 38 | AC | 8 AF | Fatal | None |
| TG | Lawson, William K. | TG | 18193116 | Sgt | 38 | AC | 8 AF | Fatal | None |
| FG | Hawkes, George W. | FG | 31417132 | Sgt | 38 | AC | 8 AF | Fatal | None |
| FG | Schaeffer, Samuel | FG | 32916161 | Sgt | 38 | AC | 8 AF | Fatal | None |

(20) Hendrix RAY L (21) 0-775027 (22) 2nd Lt (23) 18 (24) AC

Assigned (25) 8 AF, 1st Bomb Div (26) 106th Bomb (H) (27) AAF 113

Attached for flying (28) Y163 (29) 8 AF, 1st Bomb Div (30) 106th Bomb (H) (31) AAF 113

Original rating (32) Pilot (33) 15 months Present rating (34) Pilot (35) 15 months Instrument rating (36) 1 June 44

First Pilot Hours: (at the time of this accident) CR TC - 1 2

| | | | |
|-------------------|---------------|---|-------------------|
| (38) This type | <u>112:40</u> | (43) Instrument time last 6 months | <u>19:10</u> |
| (39) This model | <u>12:00</u> | (44) Instrument time last 30 days | <u>None</u> |
| (40) Last 90 days | <u>7:20</u> | (45) Night time last 6 months | <u>4:10</u> |
| (41) Total | <u>132:00</u> | (46) Night time last 30 days | <u>1:00</u> |
| | | Link time last 30 days | <u>None</u> |
| | | AIRCRAFT DAMAGE Link time last 6 months | <u>FIRE 12:00</u> |

| DAMAGE | (69) LIST OF DAMAGED PARTS |
|--------------------------------------|----------------------------|
| (66) Aircraft <u>M</u> | <u>A/C demolished</u> |
| (67) Engine(s) <u>M4 M4 M4 M4</u> | |
| (68) Propeller(s) <u>MA MA MA MA</u> | |

(50) Weather at the time of accident Visibility: 3 miles. Clouds at 600 ft, 6/10 coverage.
Rain. Wind: WSW 10 MPH

(51) Was the pilot flying on instruments at the time of accident Yes OR
(52) Cleared from AAF Sta 113 (53) To Ops (54) Kind of clearance Ops 40

(55) Pilot's mission Ops

(56) Nature of accident A/C was making right turn and right wing hit bringing A/C down and

(57) Cause of accident Undetermined.

(58) Has Form 54 been submitted? No.

RESTRICTED
INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 8-2-83 BY J.G.C. [Signature]
Sister

Doc #13

DESCRIPTION OF ACCIDENT

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

The A/C took off at 1829 hours on R/W 26 on what appeared to be a normal take-off and, at 1832, the D/F Station located West of the field reported seeing the flames of the crashed A/C 1 1/2 miles Southwest of field.

The evidence shows that the A/C turned left after clearing the R/W and turned right before crashing, (Ref: Exhibits C thru K). The A/C was completely burned immediately after crashing and the entire crew was killed.

Action of the Board:

Members of the board proceeded immediately to the scene of the accident, returning again the following morning. Thereafter, they convened, checked the Form 41-B which showed nothing unusual and the Form 1A which released plane for flight signed by Pilot Hendrix. All statements of eye witnesses were discussed and considered in determining course of the plane between time of take-off and point of crash. (Ref: Exhibits C thru K). Sub Depot Engineering, after inspecting propeller mechanism, expresses opinion that none of the engines were feathered at time of crash and that all were in low pitch position, same as at take-off.

After careful consideration the Board reached conclusion and recommendations as follows:

Cause: Undetermined -- (100%).

Possible engine failure and fire immediately after take-off.

Recommendations:

Because of inability to determine the cause, no recommendation can be made.



4U

Signature Robert F. Hambaugh, Lt Col, AC.
Jackson V. Rambeau, Lt Col, AC.
John C. Henderson, Major, AC.
James R. Bailey, Capt, AC.

Date 12 Jan 45

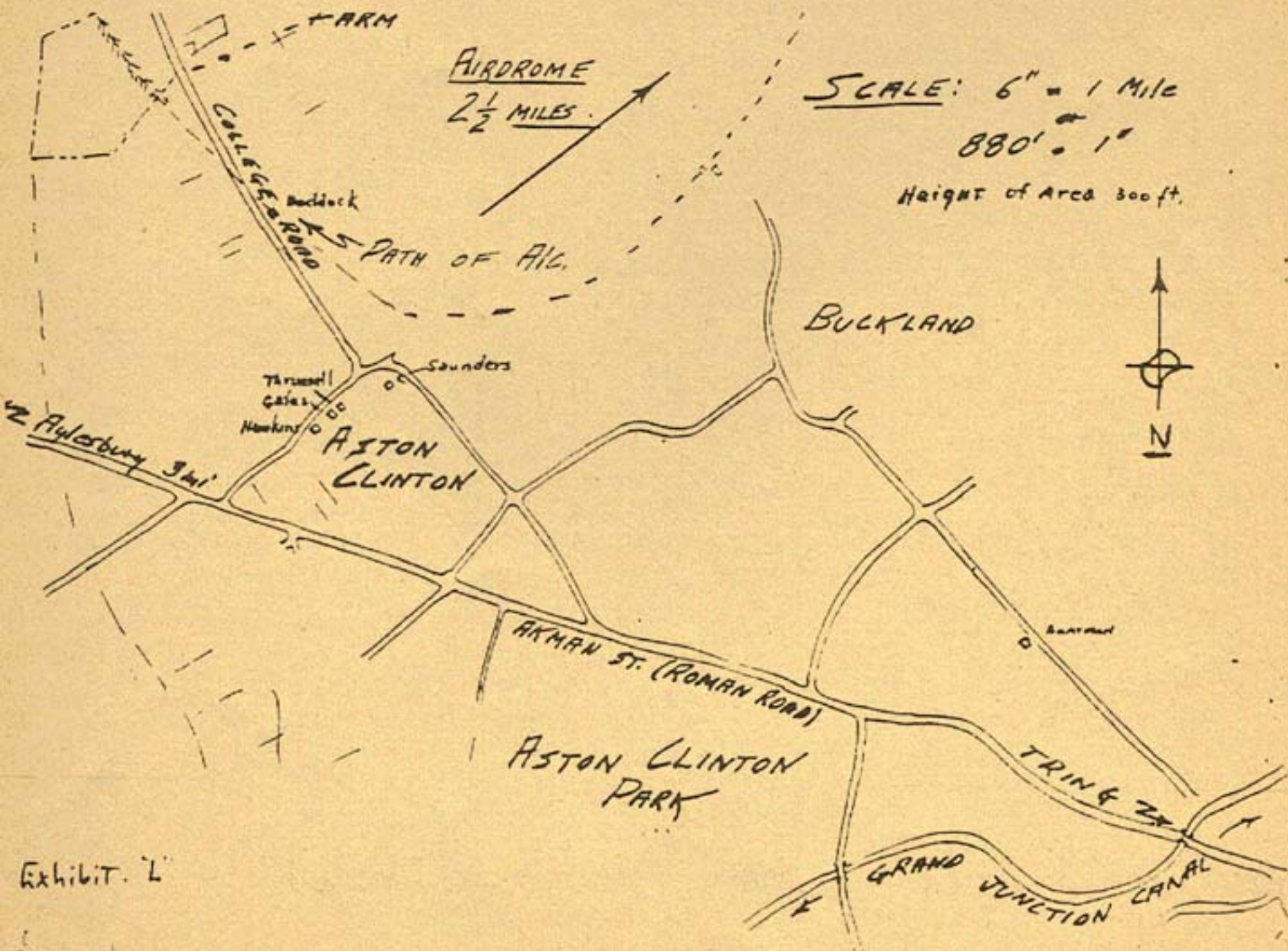
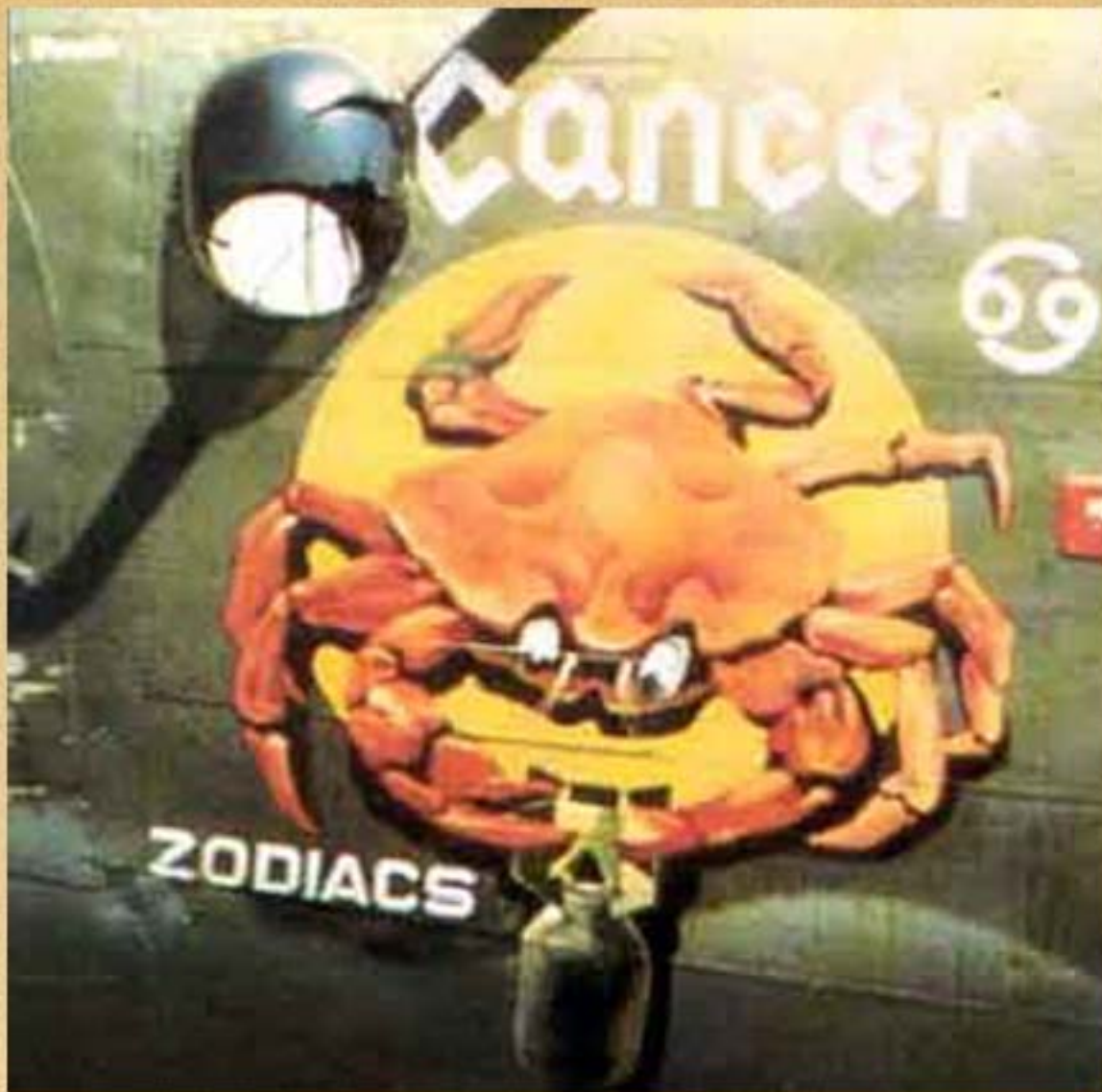


Exhibit. 2'