

WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

LEAVE BLANK

TO BE FILLED IN BY STATION

STATION SERIAL No. DATE SUBMITTED

45-134 APR 1946

A. I. C. SERIAL No. REFER TO CLASS

(See AAF Reg. 18-44 for information on Proper Use of this Form)

STATION AAF Station 179 ORGANIZATION B56th Bomb. Sq. (H), APO 557, U.S. Army

SUBJECT OF REPORT Property Class—Class Class 01-A Aircraft (Bombardment) Manufacturer Consolidated AAF Order or Shipment No. Unknown

AIRCRAFT—Model & AAF Serial No. ENGINE—Model & AAF Serial No. PART OR ACCESSORY—Type, Model and Serial No.
B-24HA 42-50331 B-1830-65 - CP-308703, CP-327160, BP-446166, BP-448393

AIRCRAFT REPORTS ONLY LAST D. L. R.—Event Date Flying Time Since Total Flying Time
New 549:20

ENGINE REPORTS ONLY LAST OVERHAUL—Event Hours Since Reports and Hours At Each Previous Overhaul

PART Name Part Drawing, Serial and Specification No.

Time in Use Quantity on Hand Quantity Spares Available No. Previous Failures Manufacturer Manufacturer's No. or Identification

Indicate by "X" in box if condition of item: Photographed and Price Entered Sent for Instructions Sent Under Separate Cover Sent in Attached Package Reordered and Returned to Service Reported of (Specify Nature) To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Available Space Above—avoid Unnecessary Repetition)

EXPEDITE

1. This airplane crashed while returning from an operational mission.
2. It was decided by the Investigation Board that the aircraft crashed because of failure of fuel flow to the engines.
3. It is not definitely known whether there was a failure in the fuel system or whether the fuel system was improperly operated.
4. Subject aircraft was transferred to VIII AFSC for salvage.

Clifford M. Fulton
CLIFFORD M. FULTON,
Capt., Air Corps,
Engineering Officer.

000937-3

CLASSIFICATION AND CONTROL TO BE CHANGED

TO RESTRICTED

BY AUTHORITY OF APR 205-1

BY *BM* DATE 19 JAN 51

~~CONFIDENTIAL~~

ROUTING

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

RESTRICTED

ACCOUNT NO. 98

WAR DEPARTMENT
U. S. ARMY AIR FORCES

20914
45-3-31-5-21

4-27-45

REPORT OF AIRCRAFT ACCIDENT

RESTRICTED

(1) Place Kirkland, Mainland, Orkney (2) Date 31 March 1945 (3) Time 0250
AIRCRAFT: (4) Type and model B-24 H 30 (5) A. F. No. 42-50331V (6) Station AAF 179
Organization: (7) 8th AF (8) 492nd BG (H) (9) 856th Bomb Sq. (H)

PERSONNEL FH

7757

DEPT	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR ORGANIZATION	STATUS AT ACCIDENT	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	P Polansky, Henry L	P	0-721858	2nd Lt	18	AC Res.	8th	Fatal	None
	CP Pulrang, Peter C.	P	0-824211	1st Lt	18	AC Res.	8th	Injured	Yes
	H Alessio, Charles J.	N	0-2072609	2nd Lt	18	AC Res.	8th	Fatal	None
	B Smickle, Frederick N.	B	0-785613	2nd Lt	18	AC Res.	8th	Fatal	None
	E Stevens, William K.	*NR	31268922	Sgt	748	AC	8th	Fatal	None
	RO Lewis, William E.	*NR	39120406	S/Sgt	757	AC	8th	Fatal	None
	WG Kussman, Edward W.	*NR	37261765	Sgt	612	AC	8th	Fatal	None
	TG Graf, Eugene J. Jr.	*NR	33750770	Sgt	611	AC	8th	Fatal	None

*-Non-rated personnel.

(20) Polansky, Henry L (21) 0-721858 (22) 2nd Lt. (23) 18 (24) AC Res.
Assigned (25) 8th AF (26) 492nd Bomb (27) 856th Bomb (H) (28) AAF 179
Attached for flying (29) 8th AF (30) 492nd Bomb (31) 856th Bomb (H) (32) AAF 179
Original rating (33) Pilot (34) 4-15-44 Present rating (35) Pilot (36) 4-15-44 Instrument rating (37) 10-26-44

First Pilot Hours:
(38) This type 235:45 (39) Instrument time last 6 months 45:05
(40) This model 13:40 (41) Instrument time last 30 days 7:00
(42) Last 90 days 102:20 (43) Night time last 6 months 97:25
(44) Total 351:05 (44) Night time last 30 days 56:30

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>Aircraft complete destruction</u>	
(47) Engine(s) <u>4</u>	
(48) Propeller(s) <u>4</u>	

(49) Weather at the time of accident 10/10 clouds at 2000 ft. Continuous rain. Vis: three (3) miles. Winds: SSW fifteen (15) to twenty (20) MPH.

(51) Was the pilot flying on instruments at the time of accident Yes
(52) Cleared from AAF Sta 179 (53) To AAF 179 (54) Kind of clearance Operational

(48) Pilot's mission Operational

(56) Nature of accident Emergency forced landing.

(57) Cause of accident Loss of #3 and #4 engines and icing conditions

(58) Has Form 54 been submitted? Yes

RESTRICTED

BY AUTHORITY OF [Signature] DATE [Date]

RESTRICTED

854TH BOMBARDMENT GROUP (M)
AAF 179, AAF C. 557, U.S. ARMY

10 April 1945.

SUBJECT: Statement of Co-Pilot on Aircraft #42-50331.

TO : Aircraft Investigating Officer, 492nd Bombardment Group, AAF 179.

I was Co-Pilot on Aircraft #42-50331 on the morning of the 31st of March 1945.

Lt. Polansky's crew with me as Co-Pilot was returning from a mission to Norway. We were flying at approximately 2000 feet, under instrument conditions.

The first indication of trouble was the loss of power on #3 and #4 engines, due to carburetor icing which was overcome with intercoolers and booster pumps. About a half an hour later, #4 engine went out and we were never able to get it as a source of power again. Fuel pressure gauge read three pounds.

The fuel fluctuated from zero to approximately three hundred, so we attempted to transfer fuel from #2 main tank. Although the settings were correct, there was no indication that fuel was actually transferring. We immediately salvaged the load.

Believing we were near our destination, I went onto 6440 KCS and called the base. There was no answer.

Three or four minutes after #4 cut out, #3 went, and Pilot gave "bail-out" alarm on interphone, repeating it three times, and turning to me, said, "Get-out." I immediately left my seat and headed for the bombay. The Radio Operator was at his position and had not heard the warning, so I grabbed his arms, yelled "Bail-out" and went on. The Engineer was on the catwalk and I did not see whether he had his chute on or not, however, under the circumstances, I imagine that he did. I sat down in the catwalk and left the aircraft.

Before any loss of power at all, we had been on A-5. With the first indication of trouble, the Pilot took over himself. We had icing on the ship at the time that #4 went out. The de-icer boots were on, but we turned them off hoping that the ice would not be as bad as the expanding and contraction of the boots. This would have been the case had not #3 gone later.

I am sure in my mind that the personnel in the waist (not gunners), did not have their chutes on; probably the gunners were trying to help them. After the bail-out calls on the interphone, I heard nothing on the radio, so do not know what was going on in the nose.

CLASSIFICATION CANCELED OR CHANGED

TO **RESTRICTED**

BY AUTHORITY OF *APR 20 51*

BY *RAH* DATE *19 JAN 51*

CONFIDENTIAL

Peter C. Pulrang

PETER C. PULRANG,
1st Lt., Air Corps,
Co-Pilot.

0000237

Final

WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

LEAVE BLANK

TO BE FILLED IN BY STATION

STATION SERIAL No. DATE SUBMITTED

45-134 APR 1946

A. I. C. SERIAL No. REFER TO CLASS

(See AAF Reg. 18-44 for information on Proper Use of this Form)

STATION AAF Station 179 ORGANIZATION B56th Bomb. Sq. (H), APO 557, U.S. Army

SUBJECT OF REPORT Property Class—Class Class 01-A Aircraft (Bombardment) Manufacturer Consolidated AAF Order or Shipment No. Unknown

AIRCRAFT—Model & AAF Serial No. ENGINE—Model & AAF Serial No. PART OR ACCESSORY—Type, Model and Serial No.
B-24HA 42-50331 B-1830-65 - CP-308703, CP-327160, BP-446166, BP-448393

AIRCRAFT REPORTS ONLY LAST D. L. R.—Event Date Flying Time Since Total Flying Time
New 549:20

ENGINE REPORTS ONLY LAST OVERHAUL—Event Hours Since Reports and Hours At Each Previous Overhaul

PART Name Part Drawing, Serial and Specification No.

Time in Use Quantity on Hand Quantity Spares Available No. Previous Failures Manufacturer Manufacturer's No. or Identification

Indicate by "X" in box if condition of item: Photographed and Price Entered Aid for Instructions Lost Cover Lost in Stowed Package Replaced and Returned to Service Replaced of (Specify Date) To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Available Space Above—avoid Unnecessary Repetition)

EXPEDITE

1. This airplane crashed while returning from an operational mission.
2. It was decided by the Investigation Board that the aircraft crashed because of failure of fuel flow to the engines.
3. It is not definitely known whether there was a failure in the fuel system or whether the fuel system was improperly operated.
4. Subject aircraft was transferred to VIII AFSC for salvage.

Clifford M. Fulton
CLIFFORD M. FULTON,
Capt., Air Corps,
Engineering Officer.

000937-3

CLASSIFICATION AND STATUS TO BE CHANGED

TO **RESTRICTED**

BY AUTHORITY OF *APR 205-1*

BY *BM* DATE *19 Jan 51*

~~CONFIDENTIAL~~

ROUTING

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