

**CONFIDENTIAL**

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

Accident No. **134**

**RESTRICTED**

44-5-13-530

(1) Place **NORWICH** (2) Date **12 MAY 1944** (3) Time **1505**  
 AIRCRAFT: (4) Type and model **B 24-H** (5) A. F. No. **41-28671** (6) Station **AAF 123**  
 Organization: (7) **8th** (8) **45th** (9) **753d**  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL **BH**

DDTY	NAME (Last name first)	RAVING	SERIAL No.	RANK	PERSONNEL CLASS	BELONG	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
<b>01 P</b>	<b>O'NEILL, FREDERICK M.</b>	<b>P</b>	<b>0-352659</b>	<b>MAJOR</b>	<b>1060</b>	<b>AC</b>	<b>8th</b>	<b>None</b>	<b>NO</b>
<b>04 CP</b>	<b>GRIFFITH, LELAND G.</b>	<b>CP</b>	<b>0-743236</b>	<b>1ST LT</b>	<b>2790</b>	<b>AC</b>	<b>8th</b>	<b>None</b>	<b>NO</b>
<b>71 RO</b>	<b>VIXES, ELMO R.</b>	<b>RO</b>	<b>14130145</b>	<b>T/SPT</b>	<b>1710</b>	<b>AC</b>	<b>8th</b>	<b>None</b>	<b>NO</b>
<b>62 E</b>	<b>YOUNG, CLAUDE W.</b>	<b>E</b>	<b>381C5258</b>	<b>S/SPT</b>	<b>1710</b>	<b>AC</b>	<b>8th</b>	<b>None</b>	<b>NO</b>

**PILOT CHARGED WITH ACCIDENT**

(20) **O'NEILL, FREDERICK M.** (21) **0-352659** (22) **MAJOR** (23) **1060** (24) **AC**  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) **8th** (26) **45th** (27) **753d** (28) **AAF 123**  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) (30) (31) (32)  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) **PILOT** (34) **26 Jul 40** Present rating (35) **PILOT** (36) **26 Jul 40** Instrument rating (37) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type **373 Ls 7** (42) Instrument time last 6 months  
 (39) This model **71105** (43) Instrument time last 30 days  
 (40) Last 90 days **112100** (44) Night time last 6 months  
 (41) Total **1700125** (45) Night time last 30 days

**AIRCRAFT DAMAGE *NF***

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <b>5</b>	Salvage
(47) Engine(s) <b>5 5 5 5</b>	
(48) Propeller(s) <b>5 5 5 5</b>	

(50) Weather at the time of accident **HC NIL MIDDLE OR LOW CLOUDS, 2-3/10 CIRUS ABOVE 24000 FT. VISIBILITY 6 MILES. SURFACE WIND SSE AT 11 MPH.**

(51) Was the pilot flying on instruments at the time of accident  
 (52) Cleared from **AAF 123** (53) To **AAF 123** (54) Kind of clearance **Contact**

(55) Pilot's mission **Local Test Hop.**

(56) Nature of accident **TAKEOFF ACCIDENT. LOST NO. 3 ENGINE AND COULD NOT FEATHER ENGINE AND A LOSS OF POWER ON TWO OTHER ENGINES.**

(57) Cause of accident **LOSS MECHANICAL FAILURE.**

(58) **FORM 54 SUBMITTED.**

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DESCRIPTION OF ACCIDENT

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

Major O'NEILL made a normal pre-take off check and found everything normal. The take-off was normal on #/W 23. Wheels and flaps were raised and on reaching 700 to 800 feet the power was reduced to 2500 RPM and 40 inches of manifold pressure. At this time the ship was felt to pull to the right and #3 MP had dropped to 30 inches. An attempts to feather #3 engine but it would not completely feather and kept windmilling slowly. The airspeed had dropped to 130 MPR and the A/C was losing altitude rapidly. The throttles were immediately advanced to full open position. The results were that #1 and #2 engines gave only about 35 inches of MP and #3 went up to 52 inches. Ten degrees of flaps were put down. The amount of power available was not sufficient to keep ship in air and so a turn to the right was made to avoid some houses that were directly in the flight path and the ship crash land in a open field.

Due to the damaged condition of the A/C and the engines it was not possible to determine the cause of the loss of power on #1 and #2 engines.

Signature

*John A. Hennrich*  
JOHN A. HENNRICH,  
MAJOR, AG.

30 May 1944.

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753d BOMBARDMENT SQUADRON (H)  
AAF 123 APO 558  
Office of the Operations Officer

17 May 1944

SUBJECT: Report of Crash of Aircraft #671.

TO: Air Inspector 454th Bombardment Group (H).

Pre-take off check of aircraft revealed everything normal. Take off was normal on runway #23. Wheels and flaps were raised and on reaching 700 feet the MP was reduced to 40 inches and RPM's set at 2500. Shortly after 800 feet was reached it was noticed that aircraft began pulling to the right and #3 MP had dropped to 20 inches and #1, 2, and 4 had dropped to 30 inches. The #3 feathering button was hit and the propeller partially feathered. Attempts were made to completely feather the propeller but it continued to windmill slowly. Since the airspeed was down to 130 MPH and the aircraft was losing altitude full throttle was applied with the result that #1 and 2 MP went to 35 inches and #4 went up to 52 inches. Flaps were let down 10°. No attempt was made to salvo practice bombs due to being over houses. The aircraft continued to settle, no more power was available, so a gentle turn right was made toward an open field. Flaps were let down 20°. The crew was warned of a forced landing and took stations directly behind of the pilots and co-pilots seats. As soon as it was evident that the houses would be cleared, full flaps were dropped. Immediately prior to striking the ground, the aircraft straightened out and Lt Griffith cut the switches. The aircraft made a belly landing and skidded in a straight line for approximately 150 yards. No one was injured and the crew behaved normally without being excited.

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FRDERICK M O'NEILL  
Major, Air Corps  
Commanding

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FLYING CONTROL  
AAF 123 APO 558

RESTRICTED

12 MAY 1944

ACCIDENT STATEMENT

B-24-H "K" 671, PILOTED BY MAJOR O'NEILL,  
TOOK OFF AT 11:51 ON RUNWAY 23 ON A-LOCAL FLIGHT.  
AT 1505 2ND BOMB DIVISION REPORTED THAT A B-24  
HAD CRASHED NEAR COSTESSEY. CRASH CREWS AND AM-  
BULANCE CREWS, DISPATCHED IMMEDIATELY TO THE SCENE,  
REPORTED THAT 671 "K" HAD CRASHED IN A FIELD.  
MAJOR O'NEILL VERIFIED THIS BY A TELEPHONE CALL.  
CREW UNINJURED.

WEATHER: S AT 6 M.P.H. - 6 MILES VIZ.

*John M. Robbie*

JOHN M. ROBBIE,  
F/LT., R.C.A.F.,  
FLYING CONTROL OFFICER.

COPY:  
DIVISION FLYING CONTROL  
FORM 14 (GROUP OPERATIONS)  
" " "  
PILOT OFFICER  
FILE

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WAR DEPARTMENT  
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 18-54 for Information on Proper Use of this Form)

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

TO BE FILLED IN BY STATION	
STATION SERIAL No. 44-334	DATE SUBMITTED 6 JUNE 44

STATION Sta 123 APO 558		ORGANIZATION 753rd Bombardment Squadron (H) 458th Bombardment Group (H)	
SUBJECT OF REPORT Property Class—None 01-A Airplane type B-24H		Manufacturer Douglas Consolidated	AAF Order or Shipping No.
AIRCRAFT Model & AAF Serial No. B-24H 41-28671		ENGINE—Model & AAF Serial No. R-1820-43 (Eng No's at bottom of page)	TYPE OR ACCESSORY—Type, Model and Serial No.
AIRCRAFT REPORT TO ONLY	LAST R. I. E.—Point none	Base DOW	Flying Time Since DOW
AIRCRAFT REPORT BY ONLY	LAST OVERHAUL—Point NONE	Hours Since DOW	Total Flying Time 300:35
Name		Part Broken, Serial and Specification No.	
Time in Use 300:35	Quantity on Hand 14	Quantity Known Defective 1	No. Previous Failures 0
Disposals by "X" (Disposition of Exhibit)	Photographed and Prints Returned	Serial for Instructions	Serial Under Separate Cover
			Inspected and Returned to Service
			Inspected of (Exhibit Below)
			To Overhaul (Continued)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:  
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

**EXPEDITE**

DETAILS: While on test hop, immediately after take-off, manifold pressure was set at 40 inches, RPM at 2500 and airplane started its climb. At 800 ft. Pilot reports airplane started to pull around in a right turn. It was then noticed that #3 MP had dropped to 20" hg. and #1, #2, and #4 to 30" hg. Pilot attempted to feather #3 Prop but it refused to completely feather and windmilled slowly. Aircraft was losing altitude and Pilot applied full throttle. As a result #1 and #2 MP went to 35" hg. and #4 went to 52" hg. Airplane continued to settle and belly landed. No personnel were injured and Aircraft did not burn. Accident occurred 12 May 1944.

CAUSE : Unknown

RECOMMENDATIONS : None

DISPOSITION : Aircraft salvaged by SAD 505 APO 505

KNOWN NUMBERS		TIME
42-62200	Bulek	300:35
42-62295	Bulek	"
42-62272	Bulek	"
42-85964	Bulek	"

*Francis A. Green*  
FRANCIS A. GREEN  
1st Lt., Air Corps  
Engineering Officer

ROUTING

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