

**RESTRICTED**

Accident No. \_\_\_\_\_

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

2 Planes  
41st Bomb Group  
Huntington

(1) Place Hunts Farm, Skayton, Norfolk, England (2) Date 23 February 1945 (3) Time 1527  
 AIRCRAFT: (4) Type and model B-24 H 42 (5) A. F. No. 42-50449 (6) Station AAF 123  
 Organization: (7) VIII (8) 458th (H) (9) 753d Bomb (H) (10) Z180  
 (Command and Air Force) (Group) (Squadron)

**PERSONNEL**

DOVT	NAME (Last name first)	RANK	SERIAL No.	RANK	PERSONNEL Class	BRANCH	AIR FORCE OR COMBINED	RESULT TO PERSONNEL	USE OF PARACHUTE
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
PO	BECHTEL, RUSSELL J.	P	0-704452	1 Lt	18	AG	VIII	KILLED	NO
CP	BRYANT, JOSEPH G.	P	0-774659	1 Lt	18				
N	TORRES, WILLIAM E.		0-784789	1 Lt	18				
CO	NELSON, HAROLD A.		33693919	T/Sgt	38	AAF			
BO	RUSSELL, EVERETT E.		36612622	S/Sgt	38				
LO	DOLCE, LOUIS R.		329297A	S/Sgt	38				
LO	BAIL, ALEX C.		33671177	S/Sgt	38				
LO	GAST, JOHN A.		36448807	S/Sgt	38				
LO	WOOD, I. EDWARD E.		15319758	Sgt	38				

**PILOT CHARGED WITH ACCIDENT**

(20) BECHTEL, RUSSELL J. (21) 0-704452 (22) 1 Lt (23) 18 (24) AG  
 ("Last name") (First name) (Serial number) (Rank) (Class) (Personnel class) (Station)  
 Assigned (25) VIII (26) 458th (H) (27) 753d Bomb (H) (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) 7 Jan 44 Present rating (35) Pilot (36) 7 Jan 44 Instrument rating (37) 5 Jan 44  
 (Rating) (Date) (Rating) (Date) (Rating) (Date)

**PILOT'S HOURS:**

(38) This type \_\_\_\_\_ (39) Instrument time last 6 months 19:50  
 (39) This model 33:45 (40) Instrument time last 30 days 2:50  
 (40) Last 90 days 118:05 (41) Night time last 6 months 7:55  
 (41) Total 767:50 (42) Night time last 30 days \_\_\_\_\_

**AIRCRAFT DAMAGE**

DAMAGE	(43) LIST OF DAMAGED PARTS
(43) Aircraft <u>W 4 4 4 4</u>	
(44) Engine(s) <u>W 4 4 4 4</u>	
(45) Propeller(s) <u>W 4 4 4 4</u>	

(46) Weather at the time of accident 3000 xds Vis - 8/10ths cloud base 500' - 10/10ths at 1000' -  
Wind NW at 12 MPH - Rain and drizzle.

(47) Was the pilot flying on instruments at the time of accident NO  
 (48) Cleared from AAF 123 (49) To AAF 123 (50) Kind of clearance Contact  
 (51) Pilot's mission Operational

(52) Nature of accident Mid-air col.ision.

(53) Cause of accident TOOK IT UNKNOWN. CLASSIFICATION RESTRICTED  
 (54) No. Form 54 being submitted. 17-80 TO RESTRICTED

BY AUTHORITY OF CB WAF  
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Incl #3-

**CONFIDENTIAL**

Accident No.

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

47-2-23-514

2 plane  
 HELLS ANGELS

(1) Place: Lodge Farm, Felmingham, Norwich, Norfolk (2) Date: 23 Feb 1945 (3) Time: 1527  
 (4) Type and model: B-24 H (5) A. F. No.: 41-29596 (6) Station: AAF 123  
 Organization: (7) VIII (8) AS8th Bomb (H) (9) 754th Bomb (H) (10) Z130  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL 14

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULTS TO PERSONNEL (18)		USE OF PARACHUTE (19)
								KILLED	MIA	
P	HURT, DANIEL F., JR.	P	0-823592	2 Lt	18	AC	VIII	KILLED	NO	9
CP	PECKHAM, CHARLES H., JR.	P	0-834870	2 Lt	18	"	"	"	"	"
N	NORRIS, IVAN K.	T	132986	F/O	17	"	"	MINOR	YES	1
RO	LUND, WALLACE D.		37678657	Sgt.	38	AAF	"	KILLED	NO	
RO	HACHEY, HENRY J.		11071534	Sgt	38	"	"	MINOR	YES	1
WG	BARNICLE, FRANCIS A., JR.		31904867	Sgt	38	"	"	KILLED	NO	
WG	DIAMANTOPOULOS, MICHAEL N.		20112632	Sgt	38	"	"	MINOR	YES	1
WG	HASKINS, CHARLES P.		31296463	Sgt	38	"	"	KILLED	NO	
WG	LUNA, JOSE J.		38583501	Sgt	38	"	"	KILLED	NO	

PILOT CHARGED WITH ACCIDENT

(20) HURT, DANIEL F., JR. (21) 0-823592 (22) 2 Lt (23) 18 (24) AC  
 (25) VIII (26) AS8th Bomb (27) 754th Bomb (H) (28) AAF 123  
 (29) Z130  
 Attached for flying (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)

Finer Pilot Hours:  
 (at the time of this accident)  
 (81) This type: 118:35 (82) Instrument time last 6 months: 37:35  
 (83) This model: 29:50 (84) Instrument time last 30 days: 6:00  
 (85) Last 90 days: 78:50 (86) Night time last 6 months: 18:50  
 (87) Total: 138:35 (88) Night time last 30 days: 00:00

no violations (2)

AIRCRAFT DAMAGE

NF

DAMAGE	440 LIST OF DAMAGED PARTS			
	(69)	(70)	(71)	(72)
(69) Aircraft	W	A	4	4
(70) Engine(s)	W	A	4	4
(71) Propeller(s)	W	A	4	4

(89) Weather at the time of accident: 3900 yds Vis - 8/10ths cloud base 500' - 10/10ths at 1000' - Wind NW at 12 MPH - Rain and drizzle.  
 (81) Was the pilot flying on instruments at the time of accident: NO  
 (82) Cleared from: AAF 123 (83) To: AAF 123 (84) Kind of clearance: Contact  
 (85) Pilot's mission: Operational  
 (86) Nature of accident: Mid-air collision.  
 (87) Cause of accident: 100% Unknown.  
 (55) No Form 54 being submitted.

Serial #4

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**DESCRIPTION OF ACCIDENT**

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

Approximately 1527 on 23 Feb 45 B-24 449 and B24 596, in formation with the 458th Bomb Group, collided in mid-air about ten (10) miles north of AAF Station 123.

Altitude at time of collision was about 16,500 feet, visibility about 1 mile reduced to 200-300 feet in clouds.

Ship 596 was flying #3 position and ship #449 was flying #4 position in the hole element of the second squadron. Just before the accident the element leader had aborted, and no one had assumed the lead. All ships were flying their relative position when a layer of dense clouds were entered. A few seconds later, as reported by the survivors of ship #596, another ship appeared very close just below their left wing. Almost immediately the ships came together.

The right wing of ship #449 was torn off and it evidently went into a spin immediately. The ship was destroyed by fire.

Ship #596 crashed about 1 1/2 miles from #449. It was scattered over a large area and appeared to have broken up several thousand feet above the ground.

Cause of accident 100% unknown.

Recommendations: None.

*James H. Isbell*  
JAMES H. ISBELL,  
Colonel, Air Corps,  
President.

*James A. Hogg*  
JAMES A. HOGG,  
Lt Col, Air Corps.

*Rolland H. Rue*  
ROLLAND H. RUE,  
Major, Air Corps.



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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date \_\_\_\_\_

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75TH BOMBARDMENT SQUADRON (H)  
AAF 123 APO 578

27 Feb 1945

SUBJECT: Collision of Aircraft, 41-29596 and 42-30449

TO : Air Inspector, 458th Bombardment Group

1. The collision occurred over Buncher 13 as our Squadron, second section of the Group, was making the first ten minute circle to the left to allow time interval for the first Squadron to execute proper instrument let down. Our altitude was approximately 16,300 and visibility was one-half mile in high scattered clouds. The aircraft involved, Cotstring 796 R and Fiction 449 W were flying left and right wing respectively in the slot. The slot lead, Lt. Besten left a few minutes prior due to fuel shortage. From this point, the positions of the ships in the slot is debatable. Fiction W was either flying left wing on Cotstring R or lost his position when we entered the high scattered clouds in the buncher area. Fiction W, however, did not get on the inside of the formation and on endeavoring to get back into formation, overestimated his rate of closure. Fiction W's right wing removed the upper half of Cotstring R's left fin and definitely damaged the left elevator controls. My nose-gunner reported that Cotstring R's entire tail assembly controls were damaged if not entirely removed. This aircraft immediately went into a steep dive straight ahead. Fiction W, however, lost the outer section of his right wing and his engine caught fire. He turned sharply to the right and is believed to have spun in.

2. I reported the collision on wing channel to the Squadron Leader whereby Lincoln Red Control Tower was informed.

3. The above report is as related by Sgts Francis Birmingham and John W. Bradley.

*William G. Everett*  
WILLIAM G. EVERETT  
2nd Lt. Air Corps  
Pilot

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