

RESTRICTED
RESTRICTED
WAR DEPARTMENT

LARRY JANE?
Accident No. _____

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Barker St Depot, City Station Norwich (2) Date 24 November 1945 (3) Time 1730
 (4) Type and model B-24 H L (5) A. F. No. 42-5133 (6) Station AAF 123
 Organization: (7) VIII (8) 458th (H) (9) 753d (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DOY (101)	NAME (Last name first) (102)	RATING (103)	SERIAL NO. (104)	RANK (105)	PERSONNEL CLASS (106)	BRANCH (107)	AIR FORCE OR COMMAND (108)	RESULT TO PERSONNEL (109)	USE OF PARACHUTE (110)
P	DOOLEY, RALPH J.	P	0-821971	2A Lt	16	AC	VIII	KILLED	No.
CP	AKIN, ARTHUR C. JR	P	0-710395	2A Lt	18				
N	COFFMAN, PAUL E.		0-723515	2d Lt	18				
E	JONES, JERRIE J.		38106801	S/Sgt	36				
RO	HARDWORTH, PAUL A.		38345079	S/Sgt	36				
G	NELSON, OSCAR B.		15030249	S/Sgt	36				
G	PHILLIPS, JOHN A.		32494276	S/Sgt	36				
G	QUIRK, DON P.		35169768	S/Sgt	36				
G	VON BERGEN, RALPH F.		37341753	S/Sgt	36				

PILOT CHARGED WITH ACCIDENT

(20) DOOLEY RALPH (21) 0-821971 (22) 2A Lt (23) 16 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class)
 A-rated (25) VIII (26) 458th (H) (27) 753d (H) (28) AAF 123
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) _____ (30) _____ (31) _____ (32) _____
(Command and Air Force) (Group) (by address) (Branch)

Original rating (33) PILOT (34) 8 Feb 44 Present rating (35) PILOT (36) 9 Feb 44 Instrument rating (37) 13 JUN 44
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 138:55 (39) Instrument time last 6 months 10:20
 (39) This model 7:05 (40) Instrument time last 30 days 4:45
 (40) Last 90 days 63:30 (41) Night time last 6 months 13:10
 (41) Total 1:48:15 (42) Night time last 30 days 2:30

AIRCRAFT DAMAGE

(43) LIST OF DAMAGED PARTS

DAMAGE	Total Hrsak
(44) Aircraft <u>MC</u>	
(45) Engine(s) <u>2</u>	
(46) Propeller(s) <u>2</u>	

(47) Weather at the time of accident Viz 3900 yds - 400-600 feet Ceiling - 10/10ths Coverage - Wind - NW 12-14

(48) Was the pilot flying on instruments at the time of accident Yes
 (49) Cleared from AAF 123 (50) To AAF 123 (51) Kind of clearance Contact

(52) Pilot's lesson Practice mission
 (53) Nature of accident Cause unknown - Crash

(54) Cause of accident 100% Weather

(55) No Form No 54 being submitted.

CLASSIFICATION CANCELLED BY STATION
RESTRICTED
 BY AUTHORITY OF ...
 BY ... DATE 1-20-46

RESTRICTED
RESTRICTED
 Doc # 2 - RESTRICTED

CONFIDENTIAL SECRET
DESCRIPTION OF ACCIDENT

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

On 24 November 1944 at 1730 hours, A/C B-24 (14), 42-45133 returning from a Practice Mission and in the process of making an instrument landing approach to AAF Station 123. The weather was: 3900 yards Viz, with 400-500 feet Ceiling, 10/10ths Coverage and the wind NW at 12-14 MPH.

The A/C hit the steeple of St. Phillips Church on Home Road, damaging the right wing and right tail assembly and continued 1000 yards, apparently in normal flight at which time the right wing dropped and the ship crashed and burned. Wreckage shows that landing gear was retracted.

Mr. A. Hindry and Mr. George Baxter, employees of Baker Street Corporation and eye witnesses of the accident declared the A/C descended at a steep angle and in an abnormal flying attitude.

The result was total loss of A/C and all personnel.

Damage to civilian property was negligible. There were no civilians injured.

There were no irregularities on the Forms 41-R and 1-A.

RECOMMENDATION:

Pilots of this Station be reminded of the necessity of their meeting satisfactory instrument flying qualifications.

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

James A. Hoog
JAMES A. HOOG,
Lt Col, Air Corps

William M. Roughton
WILLIAM M. ROUGHTON,
Major, Medical Corps

John H. Davis
JOHN H. DAVIS,
Major, Air Corps

Ellwood T. Claggett
ELLWOOD T. CLAGGETT
Captain, Air Corps

Signature _____ (Investigating Officer)

CONFIDENTIAL

Date 29 November 1944

NO 505 USAPPER-47120W/11140

SECRET

SECRET

753RD BOMBARDMENT SQUADRON (H)
459th Bombardment Group (H)
AAF Station 123, APO 519

26 November 1944

S T A T E M E N T

I was standing on the corner of Marham and Mill Hill Road, Norwich, 24 November 1944 at approximately 1700 hours when B-24H Airplane No. 42-95123 made a 180 degree left turn in a vertical bank almost overhead. The airplane was flying about 200 feet above the housetops and I noticed that it was losing altitude (slipping off on the left wing). The turn was so sharp that the wings were vertical to the ground. The airplane started to level out from the turn and disappeared from sight for a moment; by that time it was skimming the housetops; when I heard a sharp crash, which was reported by an RAF Sergeant to be caused when the right wing of the airplane hit the top of the tower on St. Philips's church (Hamm Road). After hitting the church, the airplane reappeared in a steep climb gaining about 300 feet altitude when it fell off on the right wing, crashed and burned.

The tip of the right wing and part of the right rudder were torn off when the airplane hit the church. The airplane appeared to be under control after hitting the church and it appeared that the pilot stalled it out by trying to gain altitude too fast, causing it to fall off on the right or damaged wing and crash about 1000 yards from the church.

The airplane seemed to be acting, no mechanical difficulties and the engines were apparently running normally. The landing gear was retracted.

Cliff S. Gersbach
CLIFF S. GERSBACH
1st Lt, Air Corps

SECRET

SECRET CONFIDENTIAL

25 November 1944

L I A I S E M E N T

1. We had just broken into the clear after an instrument letdown and had circled the town of Norwich once when we saw an aircraft approximately two miles in front of us apparently flying straight and level. The plane started a steep bank to the left and continued the bank onto its back. Then it dived into the ground and exploded immediately. I learned later that this A/C was 133-K of my own base.

Erwin J. Sealy

ERWIN J. SEALY
2nd Lt, AG
Pilot

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SECRET

25 November 1944.

STATEMENT

1. At approximately 1700 hours, 24 November 1944 I observed an aircraft from our base in a 90 degree left bank at an altitude of approximately 200 to 250 feet. The aircraft was mechanically all right to all appearances, all engines were running and there appeared to be no damage of any sort. The landing gear was up.

2. The aircraft was slipping badly while in the bank, although the turn appeared to have been a long one and not short or abrupt. The aircraft seemed to handle all right although I am not qualified to state accurately. The mist and fog was very bad at the time and the ceiling was not more than 250 to 300 feet, with "clouds" of fog and mist rolling across the river toward Mill Hill Road.

3. When I first saw the aircraft I was on Mill Hill Road facing the river. The aircraft leveled out of the vertical bank and disappeared behind trees and bushes. At this time I heard a crash. Seconds later I saw the aircraft (apparently under control) climbing gently with a slight incline to the right. The aircraft then went into a vertical right bank and fell. After the crash just mentioned I did not observe any damage to the aircraft. However the fog and mist were quite heavy.

4. Later, I went to the scene of the first crash and heard and found that the aircraft had hit the steeple of St Phillips Church. Here I found the upper the upper panel of the right wing tip (about 10 to 15 feet long) and the right rudder. Pieces of the wing were still on the church roof. The aircraft wing had hit about 4 to 5 feet from the top of the steeple, which is about 40 to 60 feet high. Apparently the aircraft was in a moderate right bank when it hit the church, although it could have been in level flight, just missing the rooftops, when the first crash occurred. The aircraft was not turning, but was trying to level off when it disappeared behind the trees and I heard the first crash. It must have been flying in a straight line even though in a bank.

5. At the scene of the final crash I substantiated my theory of the aircraft having hit the ground in a vertical bank since there was no damage to property along the line of flight. No explosion was heard--just a "whoosh" as the ground ignited. The aircraft landed on a railway spur some 500 feet from Dereham Road near the Norwich city station. The spot was about a quarter of a mile in a straight line from the church.

Joseph S. Williams
JOSEPH S. WILLIAMS
1st Lt., AC

SECRET

FLIGHT CONTROL
AAF 123 APO 558

11 DECEMBER 1944

SUBJECT: BAD VISIBILITY TRAINING

TO : AIR INSPECTOR, 458TH BOMBARDMENT GROUP, AAF 123, APO 558

1. REFERENCE YOUR REQUEST ASTO AMOUNT OF BAD VISIBILITY TRAINING 2ND LT. DOOLEY HAD FROM THIS OFFICE THE FOLLOWING IS SUBMITTED:

ALL CREWS IN INDOCTRINATION PERIOD ARE GIVEN THE FOLLOWING POINTERS:

A) IF VISIBILITY IS PIOR IN GT. BRITAIN YOU ARE TO FLY AT 2000' IN THE SOUTHEAST, BUT IF IN THE WEST OR NORTH FLY AT 5000'. THIS WILL ENABLE ALL HILLS OR OBSTRUCTIONS TO BE CLEARED.

B) CREWS WILL FIND THAT MAXIMUM ALTITUDE AND A TIGHT TRAFFIC PATTERN WILL ALLOW YOU TO HOLD THE FIELD BETTER AND KEEP AWAY FROM THE BUILT UP AREA IN BAD WEATHER.

C) CREWS ARE INSTRUCTED THAT FIELDS WILL FIRE OFF YELLOW FLARES AT APPROACH END OF RUNWAY IN CONDITIONS OF BAD VISIBILITY.

D) FIELDS WITH LANDMARK BEACONS WILL PUT THEM IN THE POSITION NEAR THE APPROCH OF THE RUNWAY 50 YARDS TO THE LEFT. LIGHT WILL BE STEADY - NOT FLASHING.

E) HORSHAM CREWS WILL FIND THAT IN BAD VISIBILITY APPROACHES FROM THE NORTH ARE SAFEST. A/C SHOULD SKIRT SOUTHERN EDGE OF FIELD DUE TO CITY. HEAVY A/C ADVISED THAT LANDINGS ON RUNWAY 05 OR 35 CALL FOR LOW APPROACH OVER THE CITY. (THIS LAST POINT HAS BEEN TELETYPE OUT TO ALL FIELDS IN U.K.)

F) COMPLETE BRIEFING HAS BEEN GIVEN ALL CREWS ON THE USE OF APPROACH LIGHTS OF USA HI-INTENSITY LIGHTING SYSTEM/ CONTACT STRIPS AND FOG DISPERSAL UNITS AT EMERGENCY FIELDS.

Sellers
ROBERT C. SELLERS
CAPTAIN, AIR CORPS
F.C.D.

CONFIDENTIAL

STATION WEATHER OFFICE
AAF STATION 123
APO 558

8 DECEMBER 1944

WEATHER AS OBSERVED AT AAF STATION 123 WEATHER OFFICE AT 1700-1800 HOURS
24 NOVEMBER 1944.

<u>TIME</u>	<u>VSBY</u>	<u>CBR</u>	<u>A/T</u>	<u>WIND</u>	<u>QFE</u>	<u>QFF</u>	<u>TEMP</u>	<u>WEATHER</u>
1700	7500 Y/S	400*	10/10	NW-12	29.13	29.23	46	PR177LE
1800	7500 Y/S	600*	10/10	NW-14	29.13	29.24	46	HAZE

George J. Herel
GEORGE J. HEREL
CAPTAIN, AIR CORPS,
STATION WEATHER OFFICE

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