

Accident No. 45-9-9-509

Date

7-30-77

Checked by JM

Analyzed by _____

Copied for Wright

Field by Derek Cooper

Notes 4th and 8th floor

1225:9-113

RESTRICTED

ACCIDENT No. _____

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

45-9-9-509
15-086

Hyde's Farm, Cowland, five miles east of

(1) Place Stamford, north of Peterborough (2) Date 9 September 1944 (3) Time 2310

AIRCRAFT: (4) Type and model B 24 J 090 (5) A. F. No. 43-50907 (6) Station AAF 123

Organization: (7) VIII (8) 458th (9) 755th

(Command and Air Force)

(Group)

(Squadron)

PERSONNEL

BH

Z180

01
04
65
61
62
71
64
1

| 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 | FREDERICK, WILLIAM R. | P | 0-705924 | 2d Lt | 18 | AC | 8th | Killed | No |
| CP | DOELLING, LAWRENCE J. L. | P | 0-768482 | 2d Lt | 18 | " | " | " | " |
| N | ALLEN, GLEN C. | N | 0-718953 | 2d Lt | 18 | " | " | No Inj | Yes |
| B | HIBBS, JACK R. | B | 0-706313 | 2d Lt | 18 | " | " | No Inj | Yes |
| E | SEYMOUR, ULYSSES G. | E | 32143730 | S/Sgt | 38 | " | " | Killed | No |
| RO | ZONKER, JACK B. | RO | 36455971 | S/Sgt | 38 | " | " | " | No |
| G | CASEY, WILLIAM F. | G | 33632023 | Sgt | 38 | " | " | " | No |
| G | LEAKE, ROBERT L. | G | 33733468 | Sgt | 38 | " | " | " | No |
| G | NOBLES, WILLIAM D. | G | 34681584 | Sgt | 38 | " | " | " | No |

PILOT CHARGED WITH ACCIDENT

(20) FREDERICK, WILLIAM R. (21) 0-705924 (22) 2d Lt (23) 18 (24) AC

Assigned (25) VIII (26) 458th (27) 755th (28) AAF 123

Attached for flying (29) VIII (30) 458th (31) 755th (32) AAF 123

Original rating (33) PILOT (34) 7 Jan 44 Present rating (35) Pilot (36) 7 Jan 44 Instrument rating (37) _____

FIRST PILOT HOURS:

| | | | |
|-------------------|--------|------------------------------------|-------|
| (38) This type | 323:00 | (42) Instrument time last 6 months | 29:00 |
| (39) This model | 323:00 | (43) Instrument time last 30 days | 3:10 |
| (40) Last 90 days | 145:45 | (44) Night time last 6 months | 46:40 |
| (41) Total | 593:00 | (45) Night time last 30 days | 15:30 |

AIRCRAFT DAMAGE **F**

| DAMAGE | (46) LIST OF DAMAGED PARTS | | | | |
|-------------------|----------------------------|---|---|---|---------|
| (46) Aircraft | H | 5 | 5 | 5 | Salvage |
| (47) Engine(s) | 5 | 5 | 5 | 5 | |
| (48) Propeller(s) | 5 | 5 | 5 | 5 | |

(50) Weather at the time of accident 7/10 cumulus and swelling cumulus with base at 2500 feet, viz 12 miles. Surface wind WNW at 20 MPH.

(51) Was the pilot flying on instruments at the time of accident Yes

(52) Cleared from AAF 123 Z180 (53) To AAF 123 Z180 (54) Kind of clearance Contact

(55) Pilot's mission Non-operational

(56) Nature of accident Crashed landing, A/G crashed and started to burn.

CLASSIFICATION CANCELLED OR CHANGED

TO **RESTRICTED**

(57) Cause of accident Unknown

BY AUTHORITY OF C G A A F

BY FC A DATE 2-15-48

(58) No Form 54 being submitted

Incl # 6 -
Proved
S.G.B.

RESTRICTED RESTRICTED

* * * DESCRIPTION OF ACCIDENT

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

On 9 September 1944, at 2130 hours A/C B 24 J, 43-50907 took off from AAF 123 for a night cross country flight. At approximately 2330 this A/C crashed about five miles north of Peterborough, killing seven (7) of the nine (9) members.

The Bombardier and navigator parachuted successfully. A/C was completely wrecked.

The cause of this accident is unknown but it is believed by the undersigned that a C-1 malfunction or misuse was likely.

Recommendation: Extreme care in the use of A-5 or C-1 automatic pilot at night.

| | | | | | | | | | |
|----|---|---|---|---|---|---|---|---|---|
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| OK | " | " | " | " | " | " | " | " | " |



Signature: Ellwood T. Claggett
(Investigating Officer)

ELLWOOD T. CLAGGETT

Captain, Air Corps.

Date 13 September 1944.

CONFIDENTIAL

FLYING CONTROL
AAF 123. APO 558

9 SEPTEMBER 1944

ACCIDENT STATEMENT

WHILE PARTICIPATING ON A NIGHT CROSS-COUNTRY FLIGHT THIS DATE, B-24-J, AIRCRAFT # 907 "D", 755TH SQUADRON, PILOTED BY LT. FREDERICKS, WAS REPORTED BY FLYING CONTROL WITTING TO HAVE CRASHED ON HYDES FARM, CROWLAND, APPROXIMATELY 5 MILES EAST OF STAMFORD, AT APPROXIMATELY 2301 HOURS. TWO OF THE CREW SAFELY BAILED OUT BEFORE THE AIRCRAFT CRASHED AND BURNED. CAUSE OF CRASH UNKNOWN.

WEATHER: W AT 3 M.P.H. - 7 MILES VIZ.

Robert A. Quinlivan

ROBERT A. QUINLIVAN,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER.

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

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S T A T E M E N T

2D Lieutenant GLEN C. ALLEN, O-718953, AC, 755th Bomb Sq (H), 458th Bomb Gp (H), AAF 123, APO 558. Navigator on A/C 43-50907.

We were flying along at 3800 feet in a course of approximate 270 degrees. Headed for Shrewsbury. The plane shuddered as if in prop wash just as we passed over the occult flashing U. We started to lose altitude. We were losing altitude slowly at first, but the descent became more violent. About 2310 the bail out bell sounded. The last time I looked at the altimeter it indicated 3100 feet. The bombardier, Lt HIBBS, got his parachute on first and opened the nose wheel door and bailed out. I had trouble getting my parachute on, and I could tell we were in a spin for I was thrown from side to side, I opened the nose turret door next. When I got my parachute on I tried to go out the door but was thrown back into the nose compartment. I dived at the door and succeeded in getting out. The next thing I knew I was hanging in my parachute. I noticed I was swinging from side to side and I was just about to try to stop this when I hit the ground. I took off my chute and harness and started walking toward the fire which was about a mile away. I got to the fire and met a man, and told him we had no bombs aboard. About this time the rescue squads and ambulance arrived. The plane was burning in a haystack. I was put in an ambulance and in a few minutes Lieutenant HIBBS was put in the same ambulance.

Glen C. Allen

GLEN C. ALLEN,
2d Lt, Air Corps.

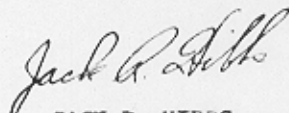
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STATEMENT

2D Lieutenant JACK R. HIBBS, O-706313, AC, 755th Bomb Sq (H), 458th Bomb Gp (H), AAF 123, APO 558. Bombardier on A/C 43-50907.

Our plane took off, at 2138 were over the field headed for Shre sbury att 2234. We were near Petersborough which was near our course when the ship made a violent maneuver similar to that when hitting prop-wash. The ship fell off to the right and started down in a spin. We received orders (the ball bail out signal) just after the ship started down. This all took place at approximately 2300, our altitude was approximately 3,000 feet, indicated air-speed was around 165 indicated. We were using CI Pilot, and had been using it about five ~~1/2~~ minutes before the accident. The ship was not on fire when I left it and all four engines seemed to be working.



JACK R. HIBBS,
2d Lt, Air Corps.

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