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 WAR DEPARTMENT
 MAP STATION 123
 U. S. ARMY AIR FORCES

CANCELLED OR CHANGED
 Accident No.

REPORT OF AIRCRAFT ACCIDENT

OF 44-DATE 2-5-45

(1) Place Norwich, Norfolk County, England (2) Date 2 March 1944 (3) Time 0900
 AIRCRAFT: (4) Type and model B-24H 970 (5) A. F. No. 41-28669 (6) Station 123
 Organization: (7) 8th (8) 458th BH (9) 752nd 2180
 (Command and Air Force) (Group) (Squadron) (Station)

PERSONNEL

DEPT	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)
04/P	KENNETH MARKS CORRELL	P	0-747169	2d Lt.	01	AC	8th	Minor 2	No
04/CP	LOUIS JOSEPH SOINNEFIELD	CP	T-1745	F/O	22	AC	8th	Fatal 4	No
65/N	PAUL A. SEEMAN	N	0-994197	2d Lt.	01	AC	8th	Fatal 4	No
61/B	SIDNEY (JIM) ROSENTHAL	B	0-688403	2d Lt.	01	AC	8th	Minor 2	No
61/BO	CALVIN DALE CRISWELL	BO	17162058	S/Sgt.	20	AC	8th	Fatal 4	No
62/P	PAUL FRANCIS DIRKER	E	16126851	S/Sgt.	20	AC	8th	Minor 2	No
62/G	JOHN ERWIN HIBBERT	G	39265138	Sgt.	20	AC	8th	Fatal 4	No
64/G	ROCCO LOUIS IUNDO	G	3237250	Sgt.	20	AC	8th	Fatal 4	No
64/G	RUSSELL JAMES LACOCK	G	18031748	Sgt.	20	AC	8th	Fatal 4	No
64/G	DEWEY PRICE ADAMS JR.	G	35682763	Sgt.	22	AC	8th	Fatal 4	No
78	<i>Mr. Andrew Clayton Jones, Major and Capt. Clayton Cleveland (names)</i>	-	-	-	93	-	-	-	9

PILOT CHARGED WITH ACCIDENT

(20) CORRELL KENNETH (First name) (Middle initial) (Last name) (21) 0-747169 (Serial number) (22) 2d Lt. (Rank) (23) 01 (Personnel class) (24) AC (Branch)
 Assigned (25) 8th (Command and Air Force) (26) 458th BH (Group) (27) 752nd BH (Squadron) (28) AAF 123 2180 (Station)
 Attached for flying (29) (Command and Air Force) (30) (Group) (31) (Squadron) (32) (Station)
 Original rating (33) Pilot (Rating) (34) 20/5/43 (Date) Present rating (35) Pilot (Rating) (36) 20/5/43 (Date) Instrument rating (37) (Rating)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 313:40 (39) This model 231:05 (40) Last 90 days 219:05 (41) Total 702:30 (42) Instrument time last 6 months (43) Instrument time last 30 days (44) Night time last 6 months (45) Night time last 30 days

AIRCRAFT DAMAGE

(46) LIST OF DAMAGED PARTS

(46) Aircraft (W) (47) Engine(s) (48) Propeller(s)

CLASSIFICATION CANCELLED OR CHANGED

"RESTRICTED" "RESTRICTED"

BY AUTHORITY OF

JEC

DATE 7-2-45

(51) Was the pilot flying on instruments at the time of accident (52) Cleared from AAF Station 123 (53) To 2180 (54) Kind of clearance Contact 0

(55) Pilot's mission Combat Operational

(56) Nature of accident Aircraft crashed and burned after takeoff 07
54

(57) Cause of accident 75% Pilot Error 25% Weather 86

(58) No

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DESCRIPTION OF ACCIDENT

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

AAF Aircraft B24-H 41-28669 on the morning of 2 March 1944 took off on an operational combat mission proceeding about a quarter of a mile and crashed.

LT KENNETH M. GORRELL took off from AAF Station 123 using runway going into the south west at 236°. Upon becoming airborne the aircraft appeared never to assume a normal flying attitude. It assumed a tail low or stalling attitude from take off and seem to increase until ship crashed. The vertical stabilizer on the left side struck the roof of house at 6 Berkley Close, Hellesdon, Norwich, causing damage to roof and ceiling of house. This first contact swerved ship from original flight path about 60°. The ship next hit the ground and skidded up against the side of a house located at 9 Pinewood Close, Hellesdon, Norwich. At which spot ship caught fire and burned. The pilot, radio operator and engineer were the only survivors.

The damage to private property and claims are included in the inclosures. The RAF Damage Officer was notified in accordance with 8th AF Memo 60-ZB.

The negligence of the pilot in not checking for the presence of ice and ice on the wings are responsible for the accident.

There was no evidence of materiel failure involved.

Recommendation that in the future pilots make careful check for ice on wings.

Signature



(Investigating Officer)

JOHN A. HENSLER

Major, Air Corps,

Technical Inspector.

Date 2 March 1944

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FLYING CONTROL
AAF 123 APO 634

3 MARCH 1944

ACCIDENT STATEMENT

B-24-H, 669 G PILOTED BY LT. GORRELL TOOK OFF ON RUNWAY 23 FOR OPERATIONAL MISSION AT 0900, 2ND MARCH 1944. THE AIRCRAFT LEFT THE RUNWAY AND OVER BORDER OF FIELD WAS OBSERVED (BY THE AIRFIELD CONTROLLER ON DUTY) TO SUDDENLY STALL OUT AND COME DOWN TAIL FIRST. FURTHER OBSERVATION WAS IMPOSSIBLE DUE TO THE FACT THAT VIEW WAS OBSTRUCTED BY HOUSES.
WEATHER: WSW - 18 M.P.H. - 6 MILES VIZ.

Robert C. Sellers
ROBERT C. SELLERS,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER.

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

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11 March 1944

STATEMENT

On 2 March 1944, the undersigned was standing on the roof, just outside the 96th Wing war room on the second floor of Wing Headquarters. General PECK and I were watching the ships taking off for that day's mission.

About twelve ships had taken off when one ship A/C # B-24H 41-27699 piloted by Lt. CORRELL was seen in a stalling position just after leaving the ground. He proceeded on about a quarter of a mile, stalling all the time, and losing altitude as a result of the "mushing". His tail was seen to strike either the ground or a house; the ship seemed to turn approximately 180 degrees to original course, and then strike the ground. He then either burst into flames or the resulting dust made us believe that it was flame. I believe that there might have been ice on the upper surface of the wing which caused him to stall and crash.

Colonel Luther J. Fairbanks and I were the first U.S. Army personnel to arrive at the scene of the crash. By this time, the radio operator and the aerial engineer had extricated the pilot from the crashed ship. They wanted to return to get more out but we ordered them not to since the bomb load and gasoline as well as the .50 cal ammunition was exploding making it too dangerous to attempt to re-enter the aircraft.

All possible aid was then given to firefighters, rescue of three civilians who were trapped in the house and removal and salvage of any worth while property.

Luther J. Fairbanks
LUTHER J. FAIRBANKS
Colonel, Air Corps
Operations Officer.

G. L. Mason
G. L. MASON
Colonel, AC
Executive.

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DAMAGES TO PERSONAL PROPERTY CAUSED BY:
CRASH OF AIRPLANE B24J - 41-28669

(9 PINWOOD CLOSE
HELLESDON
NORWICH

OCCUPANT: MR. BASIL ALFRED CLAYTON

OWNED BY: MR. RUSSELL STEWARD
THE FURS
OLD CATTON

INJURED:

MRS. BARBARA MAY CLAYTON
JUNE CLAYTON AGE 8 YRS.
MARY CLAYTON AGE 10 YRS.
JOHN CLAYTON AGE 3 YRS.

6 BERKLEY CLOSE
HELLESDON
NORWICH

OWNED BY: MR. PERCY ARNOLD NEWTON
ADDRESS ABOVE

THIS PROPERTY IS BEING PURCHASED FROM THE:
ABBEY ROAD BUILDING SOCIETY
ABBEY HOUSE
BAKERS STREET
LONDON NORTHWEST 1

DAMAGE: ROOF AND CEILING OF BUNGALOW.

5 BERKLEY CLOSE
HELLESDON
NORWICH

OWNED BY: MR. THOMAS PINCHER
ADDRESS ABOVE

THIS PROPERTY IS BEING PURCHASED FROM THE:
HUDDERSFIELD BUILDING SOCIETY

DAMAGE: ROOF OF THE BUNGALOW, HOLE IN GARAGE.

168 LINKS AVENUE
HELLESDON
NORWICH

OWNER: MR. JOHN FELIX STANNARD

DAMAGE: THIRTY PANES OF GLASS BROKEN IN GREENHOUSE.
UPROOTED PLUM TREE.

REAR OF NO. 166 & 164 LINKS AVENUE, HELLESDON
FENCE DAMAGED

OWNER: MR. RUSSELL STANNARD

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