

Accident No. 15-13509

Date

Checked by *[Signature]* 2-3-15

Analyzed by \_\_\_\_\_

Copied for Wright

Field by \_\_\_\_\_

Notes

Copies made for

Personnel Services Branch

1/25/15 KL

3219:10-440FS

**RESTRICTED**

ACCIDENT NO. 45-1-3-509

U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

1-29-45  
1163-7  
01-015

98

(1) Place Near Aston Clinton, Bucks. (2) Date 3 Jan 45 (3) Time 1829  
 Aircraft: (4) Type and model B-24H (5) A. F. No. 42-52650 (6) Station AAF 113  
 Organization: (7) 8 AF, 1st Bomb Div (8) (Command and Air Force) (9) 406th Bomb (H) (10) (Squadron)

**PERSONNEL**

DUITY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Hendrix, Ray L.	P	0-775027	2nd Lt	18	AC	8 AF	Fatal	None
CP	Pfullmann, Jerome	P	0-778939	2nd Lt	18	AC	8 AF	Fatal	None
M	Murphy, Vincent R.	M	0-2065475	2nd Lt	18	AC	8 AF	Fatal	None
B	Miller, Charles L.	B	0-782941	2nd Lt	18	AC	8 AF	Fatal	None
ROG	Wheatley, John T.	ROG	35706656	Sgt	38	AC	8 AF	Fatal	None
ETG	Smyth, Plytha R.	ETG	13034948	Sgt	38	AC	8 AF	Fatal	None
BTG	Waik, Franz-Josef R.	BTG	32951823	Sgt	38	AC	8 AF	Fatal	None
TG	Lawson, William K.	TG	18193116	Sgt	38	AC	8 AF	Fatal	None
FG	Hawken, George W.	FG	31417132	Sgt	38	AC	8 AF	Fatal	None
FG	Schaeffer, Samuel	FG	32916161	Sgt	38	AC	8 AF	Fatal	None

(20) Hendrix, Ray L. (21) 0-775027 (22) 2nd Lt (23) 18 (24) AC  
 Assigned (25) 8 AF, 1st Bomb Div (26) (27) 406th Bomb (H) (28) AAF 113  
 Attached for flying (29) (30) (31) (32) (33) (34) 1163  
 Original rating (35) Pilot (36) 15-4-44 Present rating (37) Pilot (38) 15-4-44 Instrument rating (39) 1 June 44

First Pilot Hours: (40) This type 112:40 (41) This model 12:00 (42) Instrument time last 6 months 19:10  
 (43) Instrument time last 30 days None (44) Night time last 6 months 4:10  
 (45) Night time last 30 days 1:00  
 Link time last 30 days None  
 AIRCRAFT DAMAGE Link time last 6 months FIRE 12:00

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft M	A/C demolished
(47) Engine(s) M M M M M	
(48) Propeller(s) M M M M M	

(49) Weather at the time of accident Visibility: 3 miles. Clouds at 600 ft, 6/10 coverage.  
 Rain. Wind: WSW 10 MPH

(51) Was the pilot flying on instruments at the time of accident Yes  
 (52) Cleared from AAF Sta 113 (53) To Ops (54) Kind of clearance Ops

(55) Pilot's mission Ops

(56) Nature of accident A/C was making right turn and right wing hit bringing A/C down.

(57) Cause of accident Undetermined.  
 (58) Has Form 54 been submitted? No.

**RESTRICTED**

COMMUNICATIONS CENTER CHANGED  
 1-29-45  
 1163-7  
 01-015  
 45-1-3-509  
 98  
 Sipes

Incl #3-

DESCRIPTION OF ACCIDENT

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

The A/C took off at 1829 hours on R/W 26 on what appeared to be a normal take-off and, at 1832, the D/F Station located West of the field reported seeing the flames of the crashed A/C 1 1/2 miles Southwest of field.

The evidence shows that the A/C turned left after clearing the R/W and turned right before crashing. (Ref: Exhibits C thru K). The A/C was completely burned immediately after crashing and the entire crew was killed.

Action of the Board:

Members of the board proceeded immediately to the scene of the accident, returning again the following morning. Thereafter, they convened, checked the Form 41-B which showed nothing unusual and the Form 1A which released plane for flight signed by Pilot Hendrix. All statements of eye witnesses were discussed and considered in determining course of the plane between time of take-off and point of crash. (Ref: Exhibits C thru K). Sub Depot Engineering, after inspecting propeller mechanism, expresses opinion that none of the engines were feathered at time of crash and that all were in low pitch position, same as at take-off.

After careful consideration the Board reached conclusion and recommendations as follows:

Cause: Undetermined -- (100%).

Possible engine failure and fire immediately after take-off.

Recommendations:

Because of inability to determine the cause, no recommendation can be made.

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Signature

*Robert F. Hambaugh*  
ROBERT F. HAMBAUGH, Lt Col, AC.

*Jackson V. Rambeau*  
JACKSON V. RAMBEAU, Lt Col, AC.

*John C. Henderson*  
JOHN C. HENDERSON, Major, AC.

*James R. Bailey*  
JAMES R. BAILEY, Capt, AC.

Date 12 Jan 45

CONFIDENTIAL

STATEMENT

11 Jan 45

At 1829 I saw A/C take off on R/W 26 to the West. Take-off appeared normal as A/C disappeared in the distance. A few moments later I noticed the flames from the crash.

/s/ James R. Bailey,  
/t/ JAMES R. BAILEY,  
Capt, AC.

A TRUE COPY:

*John C. Henderson*  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "C"

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STATEMENT

11 Jan 45

At approximately 1835 I saw A/C turning right into a Northeasterly direction about 60 feet high, just North of the intersection of Brooke St and College Road. Engines sounded unusually quiet. Immediately as A/C reached College Road it seemed to follow a straight course to Northeast, however, with right wing low, until it crashed to the ground. As soon as A/C started towards ground, it sounded as if engines were turned full on again.

/s/ S. E. Baldwin,  
/t/ S. E. BALDWIN,  
66 Brooke St,  
Aston Clinton.

A TRUE COPY:

*John C. Henderson*  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "D"

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~~CONFIDENTIAL~~

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STATEMENT

11 Jan 45

At approximately 1830 o'clock an A/C flying very low passed over my house in a Westerly direction. Immediately following I noted the crash and flames. Engines sounded as if they were functioning normally.

/s/ G. Burdon,  
/t/ G. BURDON,  
Most Farm Cottage,  
Buckland, Nr Aylesbury.

A TRUE COPY:

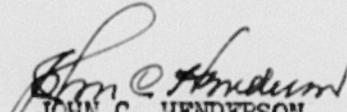
  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "E"

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STATEMENT

6 Jan 45

At 1830 hours I saw a plane turning to the right just Northeast of my store.  
There was fire underneath it.

/s/ A. J. Thrussell,  
/t/ A. J. THRUSSELL,  
32 Brooke St,  
Aston Clinton.

A TRUE COPY:

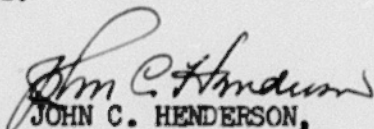
  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "F"

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STATEMENTS

6 Jan 45

At 1830 hours I saw A/C with red and green wing lights coming on a fairly straight course from the Northeast until he reached cottage on Northeast corner of College Road and Brook Street. All engines sounded like they were functioning O.K. At this point A/C made right turn to Westerly direction, at about 80 feet high, just clearing the trees. He turned on a white light that was to the rear. After crossing College Road, A/C seemed to go in a straight direction until it crashed.

/s/ C. Gates,  
/t/ C. GATES,  
30 Brooke St,  
Aston Clinton.

A TRUE COPY:

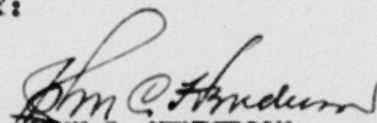
  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "G"

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CONFIDENTIAL

~~1-4-45~~



CONFIDENTIAL

STATEMENT

6 Jan 45

At 1830 hours, 3 Jan 45, a plane passed directly over my house at 1 Buckland Road, Aston Clinton, seemed very low, and the engines sounded like power was full on and there was no sign of any flames. I watched the plane as it continued West-erly and saw flames break while it was still in the air. Shortly afterward the plane crashed to the ground.

/s/ J. M. Boatman,  
/t/ J. M. BOATMAN,  
Aston Clinton.

A TRUE COPY:

*John C. Henderson*  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "H"

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STATEMENT

6 Jan 45

At approximately 1830 on 3 Jan 45, I heard A/C going overhead nearby, unusually low, and the engines sounded different to the roar of planes continually passing overhead, as if one engine at least was giving trouble. I ran to the door and immediately afterwards the flash of the A/C crashing was visible.

/s/ F. Saunders,  
/t/ F. SAUNDERS,  
The Oak, Brooke & Green End St,  
Aston Clinton.

A TRUE COPY:

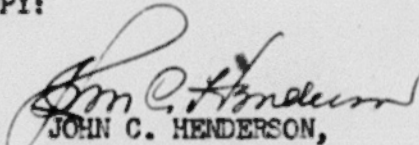
  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "I"

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STATEMENT

6 Jan 45

I heard the A/C at approximately 1830, 3 Jan 45, passing unusually low in a Northeasterly direction. The sound of the engines was not exactly the same as the usual roar, as if one of them was not functioning normally. Momentarily, I'd say four seconds before the crash, it sounded as if all the engines cut out.

/s/ A. Hawkins,  
/t/ A. HAWKINS,  
20 Brooke St,  
Aston Clinton.

A TRUE COPY:

*John C. Henderson*  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "J"

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~~CONFIDENTIAL~~

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STATEMENT

6 Jan 45

I saw the A/C at approximately 1830 going directly over my house in a Northeast direction, unusually low, and it sounded like all engines were going but one engine was having trouble. There seemed to be a peculiar light redish white showing underneath the plane.

/s/ A. Boddock,  
/t/ A. BODDOCK,  
42 College Road,  
Aston Clinton.

A TRUE COPY:

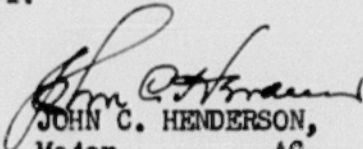
  
JOHN C. HENDERSON,  
Major, AC.

EXHIBIT "K"

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ARMY AIR FORCE STATION 113  
Office of the Flying Control Officer  
APO 557

V-B-5

4 Jan 45

SUBJECT: Accident Statement.

TO : Commanding Officer, Army Air Force Station 113, APO 557.

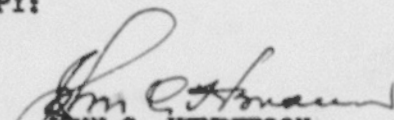
1. Following is the statement of the Duty Flying Control Officer at the time of accident of aircraft B-24H, 42-52650:

- a. Pilot's name and aircraft letter: 2nd Lt Ray L. Hendrix, (650-E).
- b. Date and time of accident: 3 Jan 45. 1829 hours.
- c. Wind direction and speed, runway in use: WSW 10 MPH. R/W 26 to the West.
- d. Last time airfield was inspected by the Flying Control Officer: 1800 hours.

I was on duty at the tower as Flying Control Officer at the time of the crash of B-24, 650 near Aston Clinton, after taking off on operations from AAF Station 113, 3 Jan 45. The A/C was late taxiing out, the first 8 A/C being airborne about 11 minutes before B-24, 650, took off. The A/C apparently made a normal take-off from R/W 26 at 1829. I did not observe the A/C crash. I was informed by the HF/DF hut that an A/C had crashed about 1 mile South of the D/F hut. It was about 1830 when they informed me. I took crash action as outlined in instructions from Maj Henderson, dispatching the crash truck and ambulance, led by the Control Tower jeep under radio control from the tower. The crash truck and ambulance arrived too late, the jeep reporting shortly after arriving that the A/C was completely burned.

/s/ John B. Smith, Jr.,  
/t/ JOHN B. SMITH, Jr.,  
2nd Lt, AC,  
Duty F/C Officer.

A TRUE COPY:

  
JOHN C. HENDERSON,  
Major, AC.

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EXHIBIT "A"

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-1/2-

2 1/2 Miles (Not To Scale)

R/W 26

AIRDROME  
2 1/2 MILES

SCALE: 6" = 1 Mile

880' = 1"

Height of Area 300 ft.

COLLEGE FARM  
COLLEGE ROAD  
Wardock  
SAUNDERS  
ASTON CLINTON  
THROSSL GATES  
HAWKINS  
ASTON CLINTON PARK  
BAXMAN ST. (ROMAN ROAD)  
ASTON CLINTON  
BUCKLAND  
BOATMAN  
TRING & ZET  
GRAND JUNCTION CANAL



CONFIDENTIAL

Exhibit. 2"

June 15'



(GAD-11-3-40653) 3-1-45



(GAD-11-1-40653) 3-1-45



(GAD-11-2-40653X3-1-45) DAMAGE-B24-22-52650



(GAD-116 4065)(3-1-45) 9/4 DAMAGE B24-22-52650



(GAD-114 40685)(3-1-45) 9/4 DAMAGE B24-22-52650



(GAD-115 40685)(3-1-45) 9/4 DAMAGE B24-22-52650



NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

HENDRIX RAY L

B-24 H

45-1-3-509

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

~~Photo -~~  
Personal Affairs

1/24