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DIXIE BELLE

WAR DEPARTMENT
 U. S. ARMY AIR FORCES

ACCIDENT No. 120
 45-8-9-536

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF STATION 123 - APO 558 (2) Date 9 August 1944 (3) Time 0951
 AIRCRAFT: (4) Type and model B-24 H 270 (5) A. F. No. 42-95163 (6) Station AAF 123 - APO 558
 Organization: (7) 8th (8) 458th (9) 751th
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DDT	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)
01 P	HESS, GLENN A.	P	0-702277	2d Lt	18 01	AC	8th	None	No
02 CP	WORK, WILLIAM C.	P	0-767700	2d Lt	18 01	AC	8th	"	"
03 N	KWIATECKI, CARL G.	N	0-712603	2d Lt	18 01	AC	8th	"	"
04 RO	DYKSTRA, CHARLES	RO	39200942	Sgt	38 20	AC	8th	"	"
05 E	SMITH, KENNETH S.	E	36305683	Sgt	38 20	AC	8th	"	"
06 G	STONE, MAX H.	G	14061014	Sgt	20	AC	8th	"	"
07 C	ROBINSON, ROBERT H.	C	17092031	Cpl	20	AC	8th	"	"
08 G	SANTILLA, THOMAS L.	G	32759169	Cpl	38 20	AC	8th	"	"
09 C	JOHNS, FRANCIS R.	C	36550427	Cpl	38 10	AC	8th	"	"
10 C	CREATHBAUM, HARRY	C	37460171	Sgt	38 20	AC	8th	"	"

PILOT CHARGED WITH ACCIDENT

(20) HESS GLENN A (21) 0-702277 (22) 2d Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th (26) 458th (27) 751th (28) AAF 123-APO 558
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) Same (30) Same (31) Same (32) Same
 (Command and Air Force) (Group) (Squadron) (Reason)
 Original rating (33) Pilot (34) 5 DEC 43 Present rating (35) Pilot (36) 5 DEC 43 Instrument rating (37) K
 (Rating) (Date) (Rating) (Date)

First Pilot Hours:

(at the time of this accident)
 (38) This type 184:45 (39) Instrument 184:45
 (39) This model 184:45 (40) Instrument 184:45
 (40) Last 90 days 114:00 (41) Night time 114:00
 (41) Total 368:45 (42) Night time 368:45
 (42) Instrument 368:45 (43) Instrument 368:45
 (43) Instrument 368:45 (44) Night time 368:45
 (44) Night time 368:45 (45) Night time 368:45
 (45) Night time 368:45 (46) Night time 368:45

AIRCRAFT DAMAGE

DAMAGE	AMOUNT OF DAMAGE
(47) Aircraft <u>N 1</u>	<u>Salvage</u>
(48) Engine(s) <u>5</u>	
(49) Propeller(s) <u>5</u>	

(50) Weather at the time of accident Visibility 3000 yards. Wind at 5 MPH.

(51) Was the pilot flying on instruments at the time of accident N 1
 (52) Cleared from AAF 123 (53) To AAF 123 (54) Kind of clearance Contact

(55) Pilot's mission Operational

(56) Nature of accident Forced landing accident.

(57) Cause of accident Pilot's error, poor technique and judgment, 25% mechanical failure.

(58) No form 54 being submitted.

Incl #6-

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 020 33
 35
 37

DESCRIPTION OF ACCIDENT

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

About 0945, 9 August 1944, B 24 H, 42-95163, called in for landing instructions to AAF Station 123 after aborting from an operational mission. No 1 engine was feathered and A/C had salvoed it's bombs in the North Sea, but was unable to close the bomb-bay doors.

The pilot Lieutenant HESS, was not able to get properly aligned with R/W 23, tried to go around, but he could not gain airspeed. The A/C crash landed in the middle of the airfield. No one was hurt but the A/C was completely destroyed.

RECOMMENDATION: That pilots be carefully briefed that the first attempt must be made good on all non 4 engine landings.

Signature

Hilwood T. Claggett
(Investigating Officer)

HILWOOD T. CLAGGETT,

Captain, Air Corps.

21 AUGUST 1944.

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STATEMENT

of

2d Lt, CLERNA. HESS, O-702277, AC, 754th Bomb Sq (H), 458th B omb Gp (H).
PILOT.

On 9 Aug 44 we started on an operational mission at 8000 feet. #1 Supercharger went out. At forming altitude (16,000 ft) #1 prop ran away. We feathered #1 and jettisoned the bombs in the channel, having trouble doing so. After getting the bombs away, the bomb doors wouldn't close. The Engineer tried without success to close them. We came over the field at 1400 feet, called for landing instructions. We were told a left hand pattern on R/W 23, wheels locked down. I called for flaps. We sank rapidly. I was too far out so decided to go around. Used 2700 RPM and #10 position on supercharger. I still lost altitude. Called for wheels up. I was so low I couldn't lower the nose to gain airspeed. My airspeed was 130 and I couldn't build it up. Made the field and stalled left wing out at about 20 feet above the ground.

At the time of landing I had a gas load of approximately 2400 gallons of gas and bomb doors stuck open. Outside of these facts I do not know why the plane should not have flown reasonably well on three engines.

CLERNA A. HESS
CLERNA A. HESS,
2d Lt, Air Corps.

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FLYING CONTROL
AAF 123 APO 558

9 AUGUST 1944

ACCIDENT STATEMENT

I FIRST SPOTTED B-24 5163 "K" APPROACHING THE FIELD FROM THE NORTH EAST. ITS LANDING GEAR WAS LOWERED AND WAS ABOUT 300 FEET FROM THE GROUND. THE AIRCRAFT PASSED THE RUNWAY IN USE (23) ABOUT 200 YARDS FROM THE CARAVAN AND LOOKED AS THOUGH IT WAS TRYING TO REACH RUNWAY 17. ITS TAIL WAS MUSHING AND AS IT TURNED TOWARD RUNWAY 17 THE LANDING GEAR STARTED TO RETRACT BUT THE AIRCRAFT CRASHED BEFORE IT WAS FULLY RETRACTED.

Louis Freiberg
CPL. L. FREIBERG,
AIRFIELD CONTROLLER.

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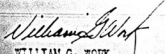
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STATEMENT

of
2d Lieutenant WILLIAM G. WORK, O-767700, Air Corps, 754th Bombardment Squadron (H), AAF 123, APO 558. CO-PILOT.

Scheduled for an operational flight on 9 Aug 44 we took with a heavily loaded aircraft. The airplane reacted very well on take-off with the load it had. Upon climbing up to altitude we lost #1 supercharger. The engineer replaced the unit and enabled us to use that engine. At reaching our forming altitude (1600 ft) #1 prop governor ran away necessitating the feathering of that engine. After dropping our bombs in the Channel we came to base for a landing.

Calling the tower we received landing instructions, R/W 23 and a left hand pattern. Entering the traffic at 1400 feet wheels down. At this time the aircraft began sinking very rapidly without a build of airspeed. All available power on the three good engines was applied but we couldn't gain airspeed and hold altitude. Making a wide circle because we were too low to bank the airplane in a turn we approached the field. The pilot called wheels up but they seemed very slow in reacting. Approximately in the middle of the field the left wing stalled and crashed cutting all power and switches it came to rest 200 feet beyond point of impact.



WILLIAM G. WORK,
2d Lt, Air Corps,
Co- Pilot.

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FLYING CONTROL
AAF 123 APO 558

9 AUGUST 1944

ACCIDENT STATEMENT

AT 0951 HOURS, B-24-H 5163 "K", PILOTED BY
LT. HESS, ABORTING FROM AN OPERATIONAL MISSION,
CRASH LANDED ON THE AIR FIELD WEST OF R/W 17.
THE AIRCRAFT WAS SEVERELY DAMAGED BUT NONE OF
THE CREW WAS SERIOUSLY HURT.
WEATHER: W AT 5 M.P.H. - VIZ 3000 YDS.

Jesse Halpern
JESSE (NMI) HALPERN,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER.

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

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FLYING CONTROL
AAF 123 APO 558

9 AUGUST 1944

ACCIDENT STATEMENT

I FIRST SPOTTED B-24 5163 "K" APPROACHING THE FIELD FROM THE EAST. THE APPROXIMATE ALTITUDE OF THE AIRCRAFT WAS 200 TO 300 FEET. THE BOMB BAY DOORS OF THE AIRCRAFT WERE OPEN, AND THE TAIL WAS MUSHING DOWN. THE LANDING GEAR WAS IN FULLY LOWERED POSITION. THE AIRCRAFT PASSED THE RUNWAY IN USE (23), ABOUT 200 YARDS NORTH OF THE APPROACH END, AND BEGAN TO BANK LEFT, AS IF HEADED FOR RUNWAY 17. BEFORE TOUCHING DOWN, THE WHEELS BEGAN TO RETRACT. THE AIRCRAFT CRASH LANDED IN THE VICINITY OF RUNWAY 17.

James H. Graham
SGT. JAMES H. GRAHAM
AIRFIELD CONTROLLER

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STATEMENT

Sergeant KENNETH S. SMITH, 36305683, 754th Bombardment Squadron (H),
AAF 123, APO 558. Engineer.

On 9 Aug 44 started flight on engine run-up. #1 engine threw a great deal of oil out of breather. Ground crew claimed it was due to plug put in prop dome before prop was unfeathered in ground work. Plane checked OK for flight though. Took off about 0800. Short time after take-off super-charger on #1 dropped off. I changed transmitter but it's operation was not good. Supercharger gate went to close back of throttle so as to get use out of engine. A short time later, prop governor on #1 ran away. Controlled it by feather button for a short time, while I checked governor switch and fuse. I then feathered engine #1. We went out over the Channel to drop bombs. Tried the usual ways then dropped the bombs by using a screw driver out on bomb-bay cat-walk. Tried to close bomb-bay doors but was unable to do so after putting into use all methods known. *SSM*

Came back to field for landing. Lowered wheels down and locked them. The ship seemed on a stalled out attitude. Engine picked up to a high RPM and I could feel the ship settling though we needed some flaps. Saw the Co-Pilot put flap handle in down-to-lower position. Never felt ship shudder as usually do when flaps come out. The ship went on settling. I went on settling engine and went to more power, still the tail was down, flying in what seemed a stalled out manner. Started forward from back of flight deck, thinking we were going around the field again. Lt HESS said we were going to hit. Saw the wheels were part way up. Lt WORK cut switches. Right wing went down, we hit and slid.

Kenneth S. Smith

KENNETH S. SMITH,
Sgt, 36305683.

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WAR DEPARTMENT
AAF Form No. 24
(Rev. 2-18-44)

WAR DEPARTMENT
ARMY AIR FORCES

LEAVE BLANK		
A. S. C. SERIAL No.	REFER TO	CLASS

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
10-29	16 AUG 44

UNSATISFACTORY REPORT
(See AAF Reg. 18-84 for information on Proper Use of This Form)

STATION 124 APO SFG		ORGANIZATION 74th Bomb Sq (M) AFHQ	
SUBJECT OF REPORT Property Class-Name 01	Manufacturer Ford	AAF Order or Shipping No. M. 1000	
AIRCRAFT-Model & AAF Serial No. P-24H 42-95163	EXHIBIT-Model & AAF Serial No. P-100-40 (Info at bottom)	UNIT OR ACCESSORY-Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST P. I. R.-Event None - New	Date 16 Aug 44	Flying Time Since 311.0	Total Flying Time
ENGINE REPORTS ONLY LAST OVERHAUL-Event	Hours Since	Reports and Hours At Each Previous Overhaul	
Part	Part Drawing, Serial and Specification No.		
Time to Use	Quantity on Hand	Quantity Known Defective	No. Previous Failures
Indicate by "X" Disposition of Exhibit	Photographed and Prints Enclosed	Sold for Instructions	Best Rubber Separator Cover
			Used in Attached Package
			Repaired and Returned to Service
			Disposed of (Explain Below.)
			To Overhaul Facility (CONTINUED)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above-Avoid Unnecessary Repetitions)

EXPEDITE

- On an operational mission #1 supercharger went out. Following this the #1 propeller ran away. The propeller was feathered and a dangerous full attempt was made to land the airplane. An investigation revealed that the propeller governor oil screen was filled with metal filings and had ruptured.
- Probable Cause: The ruptured governor oil screen allowed metal particles to reach the governor control valve causing it to stick in the "Reverse Idle" position. The basic cause of this trouble was an internal engine failure.
- Recommendations: None.
- Disposition: Subject aircraft turned over to the 124th Air Depot for overhaul.

Aircraft Serial Numbers: 1 CP- 369114 11450
 2 CP- 431981 70900
 3 CP- 421030 70900
 4 CP- 369048 31400

For the Squadron Commander:

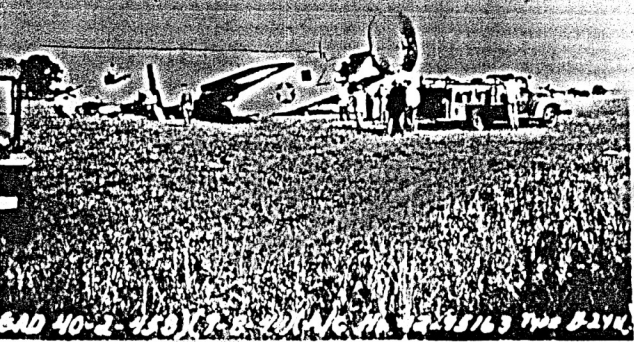
William H. ...
 C. I. AC.
 En. G.

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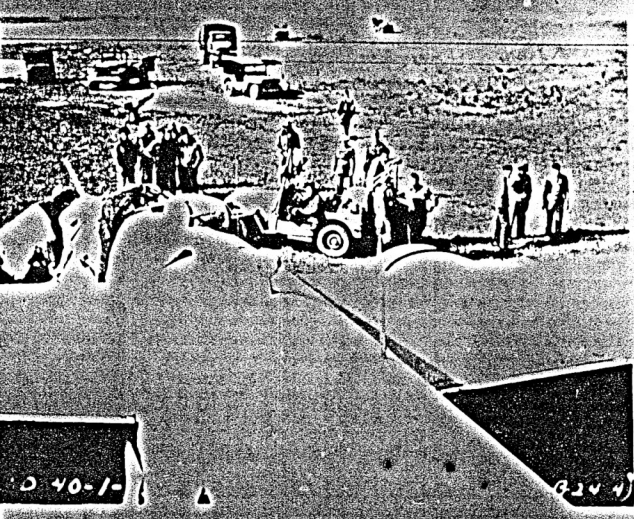
ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
NO. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

RESTROOM

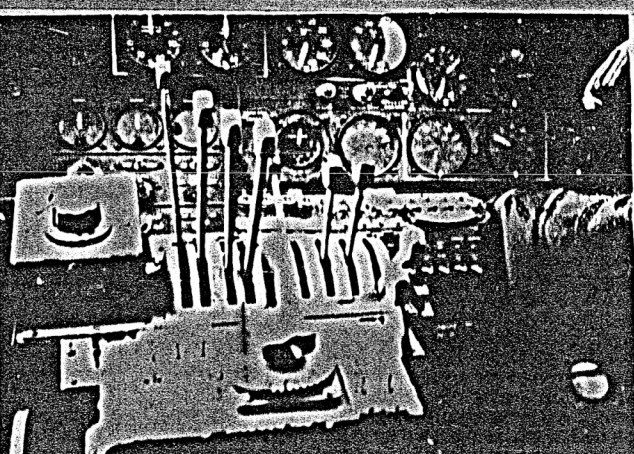


SAD 40-2-458 (T-B-42) AK No 42 95163 Type B-24



D 40-1-

(B-24)



40-2-458 (T-B-42) AK No 42 95163 Type B-24