

Accident No. 114-11-11-1

Date

Checked by [Signature]

Analyzed by [Signature]

Copied for Wright

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

Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1225:7-43

Accident No. 44-11-16-1

Pilot's Name Hone, Sigmund B.

07 Nature Group TAKE OFF

51 Specific Nature COLLISION WITH GROUND

4 Underlying Nature LOSS OF CONTROL

100 37 Cause Group UNDETERMINED

93 Specific Cause No definite conclusion  
All no probable cause. Maybe

Underlying Cause deduced  
00- UNDETERMINED

Cause Group

Specific Cause

Underlying Cause

B & C RANGE, TONOPAH, NEVADA  
WAR DEPARTMENT

U. S. ARMY AIR FORCES  
REPORT OF AIRCRAFT ACCIDENT

Nev.

(1) Place Four miles Northwest AAB, Tonopah Date 11-16-43 Time 2020  
AIRCRAFT: (4) Type and model B-24 H (5) A. F. No. 41-28577 (6) Station B & C Range, Tonopah, Nev.  
Organization: (7) 4th BC & 4th AB (8) 458th (H) (9) 752nd

PERSONNEL

INDEX (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
01	Pons, Sigmund B.	P	0-684000	2nd Lt	01	AC	Fatal	No
02	CP Austerfeld, Eugene J.	P	0-693728	2nd Lt	01	AC	Fatal	No
03	SN Fehey, James B.	H	0-810162	2nd Lt	01	AC	Fatal	No
04	JB Ingalls, William L.	B	0-689467	2nd Lt	01	AC	Fatal	No
05	EE Nichols, Charles A.	E	18188933	Sgt.	02	AC	Major	No
06	EE Long, Arlie (RH)	AE	18180786	Sgt.	02	AC	Fatal	No
07	RR Randall, Eugene W.	ROC	16134531	Sgt.	02	AC	Fatal	No
08	EE Buicke, Warren H.	E	832671713	Sgt.	02	AC	Fatal	No
09	AG Shepard, Charles H.	AC	18039613	Sgt.	01	AC	Fatal	No

PILOT CHARGED WITH ACCIDENT

(20) Hons Sigmund B. (21) 0-684000 (22) 2nd Lt (23) B (24) AC  
(Last name) (First name) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) IV BC & IV AF (26) 458th (27) 752nd (28) B & C Range, Tonopah  
(Command and Air Force) (Group) (Squadron) (Station) Nevada  
Attached for flying (29) IV BC & IV AF (30) 458th (31) 752nd (32) B & C Range, Tonopah  
(Command and Air Force) (Group) (Squadron) (Station) Nevada  
Original rating (33) P (34) 6/26/43 Present rating (35) P (36) 6/26/43 Instrument rating (37) 27 Sept 1943  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 101:00 (42) Instrument time last 6 months 45:50  
(39) This model 11:45 (43) Instrument time last 30 days 17:45  
(40) Last 90 days 67:25 (44) Night time last 6 months 51:35  
(41) Total 101:00 (45) Night time last 30 days 3:45

AIRCRAFT DAMAGE

DAMAGE	(10) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	Total Wreck
(47) Engine(s) <u>W</u>	Total Wreck
(48) Propeller(s) <u>W</u>	Total Wreck

(50) Weather at the time of accident High overcast, visibility unrestricted-surface winds light variable.

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Tonopah, Nevada (53) Local (54) Kind of clearance Local

(55) Pilot's mission Local high altitude bombing mission.

(56) Nature of accident Plane took off and did not seem to gain altitude. After about four miles from field, plane made a 90° right turn, flew into the ground, and exploded upon impact. Entire airplane did not burn.

(57) Cause of accident Accident can be attributed to pilot error. Pilot attempted to fly contact when he should have been flying on instruments.

(58) Was WD Form No. 54 submitted? No.

## DESCRIPTION OF ACCIDENT

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

On 16 November 1943 at 2030 B-24H No. 41-28577 took off on a local bombing mission at the Tonopah Bombing and Gunnery Range, Tonopah, Nevada. The ship was the second ship to take off for a two ship formation flight. The ship took off on runway 33 and according to statements of several witnesses including the sole survivor the ship was not gaining altitude in a normal manner. After leaving the field, the ship proceeded straight ahead for approximately three miles then made a shallow diving turn to the right crashing into the ground. A burst of flames flared up on impact, but the wreckage did not burn. The skid mark reveals that the ship hit the ground at a shallow angle at a great rate of speed. The right wing tip struck the ground first, spinning the ship in a clockwise manner. This statement is substantiated by the fact that the propellers, engines and other parts of the wreckage were scattered over a wide area.

## RESPONSIBILITY:

It is the opinion of the board that this accident may be attributed to 100% pilot error. This statement is based on the fact that all propellers, propeller governors and engine oil screens were tested after the accident and found to be in a normal condition. Failure of the ship to gain altitude could not be attributed to material or engine failure. The flaps were in a half down position which is normal for take off. It is believed that after take off the pilot attempted to fly contact in order to locate the lead ship. Due to a high overcast and an exceptionally dark night there was no visible horizon, and this fact would make instrument flying by the pilot mandatory after take-off. By attempting to fly contact, the pilot was unaware that he was losing altitude, thus flying the ship into the ground.

## RECOMMENDATIONS:

The board recommends that this accident be used by safety agencies of the A.A.F. to emphasize use of all safety precautions during night operations particularly when there is no visible horizon. Pilots should be continually impressed with the fact that they cannot fly instruments and contact at the same time.

## 22 Incls:

- Incl. 1. Pictures.
- Incl. 2. Forms 1 & 1A.
- Incl. 3. Operations Orders.
- Incl. 4. Certificate of Damage.
- Incl. 5. Engineering Officer's Statement.
- Incl. 6. Maintenance Facilities Statement.
- Incl. 7. Crew Chief's Statement.
- Incl. 8. Flight Chief's Statement.
- Incl. 9. Crew Statement of preceding Flight.
- Incl. 10. Pratt Whitney Representative's Statement.
- Incl. 11. Radio Equipment Status.
- Incl. 12. Instrument and Switch Settings after Crash.
- Incl. 13. Servicing Statement.
- Incl. 14. Weather Statement.
- Incl. 15. Check Pilots Statement.
- Incl. 16. Tower Officer's Statement.
- Incl. 17. Tower Operator's Statement.
- Incl. 18. Flight Commander's Statement.
- Incl. 19. Sole Survivor's Statement.
- Incl. 20. Witness Statement.
- Incl. 21. Witness Statement.
- Incl. 22. Medical Officer's Statement.

JAMES A. HOGG, Major, Air Corps

HENRY S. TAYLOR, Major, Air Corps

DIMITRY PRATAS, Capt., Air Corps

JOSEPH W. JACKSON, 2nd Lt., Air Corps

Date: 20 November 1943

11-16-43

Tonopah, Nev.  
STATION458th (H) Bomb  
GROUP NO AND TYPE  
752nd (H) Bomb  
SQUADRON NO AND TYPE

B-24H

AIRCRAFT MODEL

41-28577

AIRCRAFT SERIAL NO

PERN CLASS	PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE DIRECTED LOCALLY	AIRCRAFT ENTER DOTT SYMBOLS - WHEN APPL. CABLE ENTER TIME FLOWN THEREUNDER							FLIGHT DATA
			1	2	3	4	5	6	7	
18	Hous, S. B. 2nd Lt. 0-684000		P							FROM: Tonopah, B & C Range TO: 20:17 MISSION: Crash 20:20 NO OF LARRIES: 1
18	Austenfeld, E. J. 2nd Lt. 0-693728		Op							
18	Fabey, J. B. 2nd Lt. 0-810162		N							
18	Ingalls, W. Y. 2nd Lt. 0-689467		B							
38	Michals, C. A. Sgt. 18188933		E							
38	Randall, E. W. Sgt. 19134531		R							
38	Long, A. Sgt. 18180786		UTG							
38	Bulcke, W. H. Sgt. 32671713		LTG							
38	Sheppard, C. H. Sgt. 18039613		NTG							
	Certified True Copy  <i>[Signature]</i>									

ARMY DEPARTMENT

FORM NO. 1  
1-4-

FLIGHT REPORT - OPERATIONS

CHECKED:  
LEGIBLE AND  
CORRECTTRANSCRIBED  
OPEN  
TIME ENTERED  
ON FORM 1ATOTAL  
FLIGHT  
DAYS  
TIME

REVISION THIS AIRCRAFT HAS MADE OR THE MISSION FAILED

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS			SERVICING AT STATION OF TAKE OFF (CHECK IMMEDIATELY BEFORE TAKE OFF)										RADIATOR CHECKED	
DATE OF OR HOURS OUT	INSPECTED TODAY		FUEL (GALLONS)		OIL (QUANTS)									
	BY	STATION	SERV. RED	IN TANKS	NO 1	NO 2	NO 3	NO 4	SERV. RED	IN TANKS	SERV. RED	IN TANKS		
PREFLIGHT	11-16-43	Tonopah, Nev.												
DAILY	11-15-43	Tonopah, Nev.												
25 HOURS	227:00			2000	128	128		128		128		128		
50 HOURS	226:20			650 2000	128	12	128	-	128	-	128	-	128	
100 HOURS	221:20			450 2000										

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
EMBARKMENT	F	Foster	Tonopah
GUNNERY		Foster	Tonopah
CHEMICAL			
COMMUNICATIONS	A	Axelrod	Tonopah
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY		EXPLANATION
1.	2.	
		Astro. comp. & Drift Meter not cal. Vac. Sel. Valve Rev.
		A-5 Pilot inop. 2 & 4 Gen. out 2 Cyl. Temp. out 3 & 4 Mesh Sol. out
EXCEPTIONAL RELEASE		
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.		
RELEASED FOR FLIGHT		B. G. Beckley, W. E. Mangerich R. A. Gulick

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

Gunnery Elec. Hyd. Motor in Tail Turret Removed  
Oxygen System Low P Herewig  
De-Icer System hard to Operate PH  
# 2 - # 2 Engine Rough in Flight  
Navigators Inter Phone out.  
Lt. B. G. Beckley  
# 2 Left Gear Creeps down  
# 1 & # 3 Gen. not Paralleled  
R. A. Gulick, 1st Lt.

AIRCRAFT AND ENGINE TIME (ENTER IN HOURS AND MINUTES)				
ENGINE	NO 1	NO 2	NO 3	NO 4
HOURS TO DATE	202:00	202:00	202:00	202:00
HOURS TODAY				
TOTAL				
OIL CHANGE CUT	EC	EC	EC	EC
COND. CLEANING OIL				
AIRCRAFT	HOURS TO DATE 202:00			
	HOURS TODAY			
TOTAL				

# 3. Horizontal Stab. De-Icer Boot Inflated  
Command Rec. Cut-out Frequently  
Walter E. Mangerich, Lt. A. C.

A Verified True Copy  
*Walter E. Mangerich*  
WALTER E. MANGERICH  
Captain, AC

ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA		STATION	
NO.	ENGINE SERIAL NO.	NO.	AIRCRAFT SERIAL NO.	NO.	ORG. SERIAL NO.	STATION	DATE
1	42-86199	1	B-24H	4th Ser. Comm.	4th	Tonopah, Nev.	11-16-43
2	42-86202	2	41-28577	458th Bomb Gp (H)			
3	42-86136	3		752nd Bomb Sq (H)			
4	42-86177	4					
TOTAL FLIGHT TIME							

S T A T E M E N T

I was first engineer on B-24 H No. 577 which took off on a routine bombing mission at 2019, 16 November 1945, and I was standing between the pilot and co-pilot. We taxied to the end of the run way and run up the engines. Everything was O.K. at that time. The tower cleared us for take-off. I checked the instruments again and everything was O.K. The next thing I remember was looking at the rate of climb indicator, and it was registering much less than it should have. We must have been at the end of the runway by then and should have been way up in the air. The pilot seemed to have the ship under control and was not fighting the controls. He did not seem to think anything was wrong at the time. The next thing I remember is waking up in the hospital.

*Charles A. Nichols, Jr.*  
CHARLES A. NICHOLS, Jr.  
Sgt., 752nd Bomb Squad,  
458th Bomb Gp.

STATEMENT RELATIVE TO MILITARY AIRPLANE CRASH WHICH OCCURRED  
TUESDAY, NOVEMBER 17, 1943 AT BOMBING & GUNNERY RANGE, TONOPAH,  
NEVADA.

At approximately 8:10 P.M. Tuesday, November 17, 1943 I was standing outside the main gate waiting for transportation to town.

Planes were taking off at regular intervals in a northerly direction without attracting any unusual interest on my part.

At approximately 8:15 P.M. a plane took off and particularly attracted my attention because it was not gaining altitude.

From that point on I followed the progress of the plane because of its low altitude flying.

Next it appeared to me that the plane turned around and was returning in the direction of the base. The plane appeared so low that I thought a landing was being attempted.

As the plane crashed there was a brief, vivid flash that seemed to envelope the plane.

For approximately twenty five minutes after the crash I could discern only two small areas of light.

*Norman K. Millican*  
T/3 NORMAN K. MILLICAN 39264111

Finance Detachment,  
Bombing and Gunnery Range,  
Tonopah, Nevada.



Bombing & Gunnery Range  
Tonopah, Nevada  
16 November 1943

S T A T E M E N T

On Tuesday, 16 November 1943, Lt. Hons and myself were scheduled for bombing missions and were to fly formation up to bombing altitude. I taxied out to warm up position ahead of Lt. Hons and was unable to get full contact with him on 7165 Kcs. After the engine check I taxied out and took off using my landing lights. Upon clearing the field I cut my lights and went on instruments. There was no horizon that night. I climbed straight ahead for about a minute and a half and started a turn to the right. After turning a little over ninety degrees, I looked back toward the field and saw a streak of light and then an explosion. I called the tower and reported the crash.

*Ronald A. Gulick*

RONALD A. GULICK  
1st Lt., Air Corps  
Pilot

STATION HOSPITAL  
Bombing and Gunnery Range  
Tonopah, Nevada

26-011

17 November 1945

S T A T E M E N T

I am Pfc. Donald V. Burnett, ASN 32547024. I am in the Medical Detachment, Station Hospital, B&G Range, Tonopah, Nevada.

I was on the way to Tonopah at approximately 2050, 16 November 1945, when I heard an airplane take off. I was between the hospital and the main gate when I saw the airplane clear the highway east of the gate. It appeared to be much lower than planes usually are when taking off. Several people were at the gate watching the plane and talking about how low it was. The plane was no longer visible when I saw a small reddish glow between the radio range station and Eye Patch. The small glow of fire turned to the right and hit the ground and fire flared out in two separate places. It was still burning as I went to Tonopah about 20 minutes later, but had diminished in intensity.

*Pfc. Donald V. Burnett*

DONALD V. BURNETT  
Pfc., Medical Detachment

SEVEN HUNDRED AND EIGHTY SECOND BOMBING AND GUNNERY RANGE (H)  
Bombing and Gunnery Range

Tonopah, Nevada  
20 November 1943.

SUBJECT: Report of Medical Status of Officers and Enlisted Men.

TO : Commanding Officer, 458th Bomb Group (H), Bombing and Gunnery Range, Tonopah, Nevada.

1. This is to certify that the operational schedule for the following named officers and enlisted men involved in crash of B-24H airplane at 2022 P.M., 16 November 1943, at Bombing and Gunnery Range, Tonopah, Nevada, allowed sufficient time for recreation, rest and sleep, and that all members were examined prior to flight and were found to be in good physical and mental condition:

2ND LT.	WILLIAM L. INGALLS,	0-689467
2ND LT.	JAMES B. WAREY,	0-810182
2ND LT.	SIGMUND R. HONS,	0-684000
2ND LT.	EUGENE J. AUSTENWELF,	0-697728
SGT	CHARLES H. SHEPARD,	18039613
SGT	ARLIE LONG,	15180786
SGT	HARREN BULLOCK,	32871713
SGT	EUGENE V. DANLALL,	16134531
SGT	CHARLES A. NICHOLS,	18188933

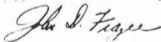
*Theodore R. Florentz*  
THEODORE R. FLORENTZ  
Captain, Medical Corps,  
Squadron Surgeon.

Tonopah, Nevada.  
20 November 1943

SUBJECT: Investigation of the condition of the R-1830-43 Engines involved in the crash of Airplane B-24H, Serial No. 41-28577.

TO : Whom it may concern,

1. It is my opinion that all four engines were running at the time of the crash. This is based on the following investigation.
2. The main oil screens were examined on all four engines and were found to be in good condition and free from any particles of metal. If there had been an internal failure at "take off" or climb RPM, chips would have been carried to the main oil screen immediately.
3. All cylinders were examined for any indications of looseness or shearing of the cylinder hold down nuts. All were found to be tight and in their original condition.
4. All four main oil screens were free from carbon deposit which would have been present if any of the engines had been ~~alternating~~ **DETONATING** abnormally.
5. From the position of the "stop screw" in the electric governor heads, it is apparent that all four governors were set at approximately 2550 RPM.
6. From the position of the "positive low pitch stops" in the propeller domes, it is apparent that all four propellers were set at approximately 2550 RPM.



JOHN D. FRAZIER,  
Pratt & Whitney Rep.

752ND BOMBARDMENT SQUADRON (H)  
458TH BOMBARDMENT GROUP (H)  
B&C RANGE, TONOPAH, NEVADA

17 NOVEMBER 1943

SUBJECT: RADIO EQUIPMENT STATUS

TO : GROUP OPERATIONS OFFICER, 458TH BOMBARDMENT GROUP (H),  
B&G RANGE, TONOPAH, NEVADA

1. I CERTIFY THAT THE STATUS OF THE RADIO EQUIPMENT OF  
AIRPLANE B-24-H, SERIAL NUMBER 41-28577, 16 NOVEMBER 43 WAS  
O. K. ACCORDING TO THE PRE-FLIGHT INSPECTION ACCOMPLISHED 1745  
O'CLOCK ON THE DATE MENTIONED.



FRANK J. ANTON  
2ND LT, AIR CORPS  
COMMUNICATIONS OFFICER

OFFICE OF THE OPERATIONS OFFICER  
 BOMBING AND GUNNERY RANGE  
 Tonopah, Nevada

19 November 1943

INSTRUMENT AND SWITCH SETTINGS AFTER CRASH

<u>Manifold Press.</u>	<u>Tachometer</u>	<u>Fuel Pressure</u>	<u>Oil Pressure</u>
No. 1 32"	2525	13 $\frac{1}{2}$ lbs.	97
No. 2 38"	2525	16 $\frac{1}{2}$ lbs.	76
No. 3 38"	2600	15 $\frac{1}{2}$ lbs.	130
No. 4 25"	3275	14 lbs.	65

<u>Superchargers</u>	<u>Throttles</u>	<u>Mixture</u>	<u>Booster</u>	<u>Generator</u>	<u>Fuel Valves</u>
No. 1 3/4	Full	Auto-rich	On	On	On
No. 2 Full	Full	Auto-rich	On	Off	On
No. 3 $\frac{1}{2}$	Full	Auto-lean	Off	On	Off
No. 4 Full	Off	Idle	Off	Off	On

<u>Batter Switch</u>	<u>Master Switch</u>	<u>Ignition Switch</u>	<u>Prop Switches</u>	<u>Trim Tabs</u>
On	Off	On	Full High RPM	Rud 1 $\frac{1}{2}$ rt. Oil 2 $\frac{1}{2}$ rt. Elec. 2 $\frac{1}{2}$ hose down

<u>Intercooler Switches</u>	<u>Cowl Flap Switched</u>	<u>Landing Gear Handle</u>	<u>Flap Handle</u>
Open	Neutral	Neutral	Up

<u>Inverter Switch</u>	<u>Automatic Pilot</u>
Off	Off

Due to possibility of changes on impact, the above are believed to be unreliable in investigation of accident.

*J. W. Jackson*  
 J. W. JACKSON  
 2nd Lt. Air Corps  
 Board Member

REPORT

CREW CHIEF'S REPORT ON SERVICING OF SHIP NO. 377...

Ship no 377 came in at approximately 1900.

The ship was serviced with 460 gallons of fuel making a total of 8,000 gallons in the tanks. I personally checked the fuel tank caps for tightness and seating of the caps.

The ship was serviced with approximately 12 quarts of oil in each engine. I personally checked to see that the oil tanks were full and the caps on tight and the flaps fastened on each engine.

*Charles W. Allison*  
CHARLES W. ALLISON 19057697  
SGT. 752nd. BOMB. SQDN.

458TH BOMBARDMENT GROUP (H)  
OFFICE OF GROUP WEATHER OFFICER  
TONOPAH, NEVADA

17 NOVEMBER 1943

SUBJECT: WEATHER CONDITIONS OF AREA SURROUNDING TONOPAH,  
NEVADA, 16 NOVEMBER 1943, FROM 1730 PWT TO 2330 PWT.

TO : TO WHOM IT MAY CONCERN.

1. TONOPAH, NEVADA

1730PWT	DRY @/ 221/54/23T7/021/	500 0704
1830PWT	DRY @/ 222/52/20T12/021	
1930PWT	DRY @/ 228/46/23T4/021	
2030PWT	DRY @/ 236/45/23T2/023/	307 0704
2130PWT	DRY @/ 217/43/22T4/022	
2230PWT	DRY @/ 219/43/23T2/022	
2330PWT	DRY @/ 208/42/20T2/021/	703 0704
0030PWT	DRY @/ 194/47/22T4/018	

2. THE WEATHER CONDITIONS AT TIME OF ACCIDENT WERE:  
HIGH OVERCAST VISIBILITY UNRESTRICTED, SURFACE WINDS LIGHT  
VARIABLE. WINDS AT 6000FT. MEAN SEA LEVEL 150 DEGREES, 9 MILES  
PER HOUR.

*Joseph Chase*  
JOSEPH CHASE  
2ND LT. A C  
GROUP WEATHER OFFICER



OTU SUPERVISORY UNIT NO 4  
Tonopah B & G Range, Nevada

18 November 1943.

SUBJECT: STATEMENT OF ACCIDENT

1. Concerning the accident involving B-24, 577 and Lt. Hans and crew. I flew with him on both missions one and two and found his flying ability very satisfactory in fact above average. And to the best of my knowledge he had good judgement and airplane sense.

*Richard B Tuttle*  
RICHARD B. TUTTLE  
Captain, Air Corps.

TOWER REPORT

16 November 1943

THIRD PERIOD:

Reported in at tower at 1900. All ships down from third period at 1930. Nothing eventful occurred at this period.

FOURTH PERIOD:

First ship took off at 2010. 577 took off at 2017. At 2020 I looked up in time to see a huge burst of flame which later turned out to be 577. In my opinion the plane hit at a gliding angle, because the flames spread over a wide area. It looked as if the plane slid along the ground. The flames appeared for approximately 4 minutes, then died down to two little pin points for approximately 10 minutes after the crash occurred.

Fire truck, Crash truck, ambulance, hospital, 458th Group, 455th Group Operations, Base Operations and Provost Marshall were immediately notified of the crash. Directed ambulance and crash truck to the scene of crash. Ambulance arrived approximately 10 minutes after crash. Crash occurred north of field 2 to 3 miles.

Contacted all ships but 577 after crash. Ambulance verified that it was 577 and 455th Group Operations was notified.

Just before crash "T" setting changed from runway 15, to runway 33. Wind at that time changed from S to Sw at 4 MPH to N to NE winds at 4 to 6 MPH.

Nothing eventful occurred after this incident and the last ship landed at 0130.

G. LINGMEID  
Captain, Air Corps  
OTU # 4

DETACHMENT FIRST AIRWAYS COMMUNICATIONS  
TONOPAH ARMY AIR FIELD  
Tonopah, Nevada

17 November 1943

SUBJECT: Accident Report  
TO : Base Operations Officer

1. At 2017 November 16, 1943 pilot 2nd. Lt. Sigmund G. Hons of the 752nd. Bomb. Sqdn. (H) took off on a local flight in Army 577, a B-24H. Take off was South to North on runway no. 33; Wind NNE at 4 mph.

2. There was no radio transmission from Army 577 following take off.

3. At 2020 a long burst of flame was observed several miles Northeast of the field at approximately 6000 feet. All stations were immediately notified by Teletalk of the suspected aircraft accident and crash truck and ambulance immediately proceeded to the scene of accident. Tower Personnel then checked with the aircraft dispatcher to ascertain their receiving the crash report. Crash radio reception on the Fisher set was R585.

4. All planes in the air at the time of accident with exception of Army 577 responded to calls from the tower. Crash crew verified the crashed aircraft as Army 577 shortly after arrival at the scene of accident at 2033.

5. The control tower was later advised that all members of the crew had been killed except the engineer who was taken to the base hospital and that the aircraft was a complete loss. The cause of the accident was undetermined.

6. No other information was given to the control tower.

*Charles Starr*  
S/Sgt. CHARLES STARR  
Operator on Duty

*Robert G. Flachecki*  
S/Sgt. ROBERT G. FLACHECKI  
Chief Tower Operator

Bombing & Gunnery Range  
Tonopah, Nevada  
16 November 1943

S T A T E M E N T

I arrived at plane 577 when it came in from the flight preceding the flight during which the accident occurred. The form 1A said the De-icer boot on the Horizontal Stabilizer had become inflated on the ~~fixxt~~ flight. I told the Line Chief and also the Engineering Officer about the Horizontal Stabilizer inflating in the air. The Crew Chief and I ran the plane engines up to 1500 R.P.M. and it did not inflate on the ground. Then the plane was released for flight.

*James C. Landrum*  
JAMES C. LANDRUM, 6922356  
M/Sgt, 752nd Bomb Sq  
Flight Chief

B & G Range  
Tonopah, Nev.  
Nov. 16, 1943

## STATEMENT

We arrived at plane about 1500, for a high altitude bombing mission. As pilot I gave the ship a visual preflight in company with my assistant engineer and I did not notice anything unusual. We were delayed while the ground crew serviced the ship with gas, oil and oxygen, and loaded ten bombs. During this interval I read over the Form 1 and signed the exceptional release. Then I checked with the first engineer to determine the C.G. for the proper disposition of my full crew of ten men.

We used the check list which was hung alongside the Co-pilot, and started the engines. There had been an entry in the Form 1A made by the pilot of the previous flight regarding the stiffness of operation of the de-icer control, so I checked it to make sure it was off and that the boots were not inflated.

Our take-off was made with normal throttle settings and R.P.M. During our take-off and climb to 14,000 Ft. the ship gave no indication of any defects. At that altitude and at an airspeed of 150 M.P.H. the rate of ascent became negligible. The waist gunner reported the left landing gear was slipping down, and this was remedied immediately. Then the cowl flaps were closed completely but this gave us no appreciable increase in rate of climb. The bombardier in the nose was asked to check the leading edges of the wings to determine the condition of the de-icer boots. He reported them to be properly deflated. The waist gunner, hearing this conversation, checked the de-icer boots on the empennage and reported that they were inflated. The lever was again checked in the off position and the engineer went forward to check the leading edges of the wings. He confirmed the bombardier's report that the de-icers located there were normal. Then we leveled off to prevent any strain on the engines and set the controls for cruising. With a throttle setting of 30" Hg. and 2000 R.P.M. the ship cruised around 155 M.P.H.

I descended to an altitude of 10,000 feet with the intention of landing. At that altitude I decided to simulate a landing to determine the landing characteristics of the plane. We lowered the landing gear, closed the cowl flaps, set 20 degrees of flaps, ran the R.P.M. up to 2400 and throttled back as in a normal landing. The ship glided well at 130 and did not give evidence of stalling until we reached an airspeed of 115 M.P.H. I did not completely stall the ship, but nosed it down and applied power as soon as I noticed the approach of stalling characteristics.

Rather than land we decided to fly instruments for about an hour until it began to get dark and then land. When we decided to go in for landing we developed trouble in receiving the tower. The radio man checked the receiver but could not find anything wrong, so we contacted the tower on the compass

radio and told them our trouble and asked for landing instructions. They had us circle the field twice and then came in for a landing. The final approach was made at 140 M.P.H., and we held this speed until we reached the end of the runway, and then cut the power and landed in a normal manner, with no unusual characteristics noted.

We taxied into the line and cut the engines. The command receiver and the inflated condition of the empennage de-icer boots were entered in the Form 1A. The defect in regard to the de-icer boots was specifically reported to the crew chief. The boots were checked by members of the crew and were found to be in a deflated condition. This terminated our flight, and we returned to operations.

*Walter E. Mangerich*  
WALTER E. MANGERICH, Pilot  
2nd Lt., A.C. - 0-747292

*Fred L. Buecker*  
FRED L. BUCKNER, Co-pilot,  
2nd Lt., A.C. - 0-811002

JOHN G. SPADONE, Engineer  
Sgt., A.C. - 32573790

*John G. Spadone*

The above signed personnel, members of Crew No. 13, participated in flight of November 16, 1943, in Army 41-28577, extending from 1600 to 1845.

*Walter E. Mangerich*  
WALTER E. MANGERICH  
2nd Lt., A.C. - Pilot

Bombing & Gunnery Range  
Tonopah, Nevada  
16 November 1943

STATEMENT

The write up in the form LA was-Horizontal Stabilizer De-icer won't deflate.

After telling the Engineering Officer the write up the Flight Chief and I ran the engines up to 1600 R.P.M. and checked the deflation of the boots. After not finding anything wrong with the Horizontal Stabilizer De-icer boots, I told the pilot and we checked the boots by looking for tears in the Boots and felt with our hands to make sure the boots weren't inflated. I also checked in the same manner with the Engineer. The pilot and engineer said they would watch it in flight to see if they could find anything wrong. The pilot and engineer and I checked the boots. This pilot and engineer were the ones who flew the mission in which the ship crashed. The ship referred to in the above was Army 577.

*Charles W. Allison*  
CHARLES W. ALLISON, 18057697  
Sgt, 752nd Bomb Sq.  
Crew Chief, Ship 41-28577

HEADQUARTERS  
468TH BOMBARDMENT GROUP (H) ARMY AIR FORCES  
Office of the Group Engineering Officer  
Bombing and Gunnery Range

Tonopah, Nevada,  
18 November 1943.

SUBJECT: Maintenance Facilities for B-24H, A.C. #41-28577.

TO : All concerned.

1. The maintenance and inspection of the above numbered aircraft has been accomplished without hangar facilities. One hangar has been made available, 16 November 1943 for the maintenance being performed by two (2) Squadrons.

2. Lighting Facilities:

a. In performing maintenance and inspections the lighting facilities have been adequate.

3. Availability of parts:

a. Parts have been difficult to obtain at times, but in parasitizing aircraft that are out of commission the above aircraft has been maintained in a safe flyable condition.

*Monroe D. Smith*

MONROE D. SMITH,  
1st Lieut., Air Corps,  
Group Engineering Officer.

MDS/wdg

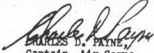


409TH SUB DEPOT  
BOMBING AND GUNNERY RANGE  
Office of the Engineering Officer  
Tonopah, Nevada

21 November 1943.

C-E-R-T-I-F-I-C-A-T-E

This is to certify that Aircraft B-24H Serial Number 41-28577 which crashed on 16 November 1943 three (3) miles North of landing field of the Bombing and Gunnery Range, Tonopah, Nevada was a complete loss.

  
CHARLES D. PAYNE,  
Captain, Air Corps,  
SD, Engineering Officer.

752ND BOMBARDMENT SQUADRON (H) AAF  
Office of the Operations Officer

B & G Range,  
Tonopah, Nevada  
16 November 1945

SUBJECT: Flight-Schedule.

TO : All Concerned.

1. Crew 16- Pilot Lt. Hons, Sigmund B is scheduled to take-off at 20:00 and land at 24:15 on bombing mission #6 in airplane No. 41-28577.

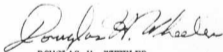


RODNEY FREEMAN,  
Capt., AC,  
Ops. Officer.

Bombing & Gunnery Range  
Tonopah, Nevada  
16 November 1943

S T A T E M E N T

I am one of the two Engineering Officers in the 752nd Bombardment Squadron (H). I had just come on duty, and the day Line Chief was telling Sergeant Jones the work accomplished and the work left to be accomplished. About this time Sergeant Allison, Crew Chief of Military Aircraft No. 41-28577 entered the Engineering office and stated that the Horizontal Stabilizer De-icer boots of ship No. 41-28577 wouldn't deflate. I told him to run the engines up, push the De-icer handle to the full deflation position and check to see that the De-icer boots were deflated. Sergeant Allison did not return to the Engineering office to report the ship out of commission.



DOUGLAS H. WHEELER  
2nd Lt, Air Corps

HEADQUARTERS ARMY AIR FORCES  
OFFICE OF FLYING SAFETY  
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION A.1.11  
FOR INFO OFC\_MGMT  
FOR FILE M&R  
DATE 18 NOVEMBER 43



T.W.X.



TELEGRAM

WU32 15/13 1 EXTRA NEWYORK NY 17 1121P

FLIGHT CONTROL COMMAND

WINSTONSALEM NCAR

TBG-895 PERIOD CITE TBG868 PERIOD CREW HAS BEEN IDENTIFIED  
AS LISTED PERIOD

MCCRILLIS COAAB TONOPAH.

NR24/ES.

44-11-161  
27

HEADQUARTERS ARMY AIR FORCES  
OFFICE OF FLYING SAFETY  
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION \_\_\_\_\_  
FOR INFO \_\_\_\_\_  
FOR FILE \_\_\_\_\_

DATE \_\_\_\_\_

T.W.X.

TELEGRAM

PAGE TWO.

VISIBILITY UNLIMITED WIND N/W 3 MILES 8-24H 41-28577 TONOPAH NEVADA  
COMPLETE WRECK UNKNOWN SURVEY NONE. IDENTITY OF CREW NOT CONFIRMED.  
AFACG NOTIFIED

NR/25/ES..

*Handwritten notes and checkmarks:*  
61 Signal B. Howard 4  
64 Signal B. Howard 4  
62 Signal B. Howard 4  
64 Signal B. Howard 4  
64 Signal B. Howard 4  
64 Signal B. Howard 4  
64 Signal B. Howard 4  
62 Signal B. Howard 3

HEADQUARTERS ARMY AIR FORCES  
OFFICE OF FLYING SAFETY  
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION A I U  
FOR INFO OFC MGAT  
FOR FILE M&R

DATE 17 NOVEMBER 43



T.W.X.



TELEGRAM

WSAL 363 V ARL 464 NR 10 \*PRTY\*  
FROM MCCRILLIS COAB TONOPAH NEV 170245

TO FLIGHT CONTROL COMMAND

WINSTON-SALEM NORTH CAROLINA

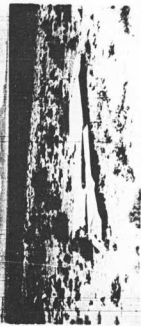
GR NC

TBG 868 PD 16 NOVEMBER 2020 TONOPAH BOMBING AND GUNNERY RANGE TONOPAH  
NEVADA PILOT SIGMUND B. HONS 2ND LT. O-684000 AUS FOURTH BOMBER COMMAND  
TONOPAH NEVADA PLANE CRASHED ON NIGHT FLIGHT AFTER MAKING FIRST  
TURN AFTER TAKEOFF IN RIGHT HAND TRAFFIC. MAXIMUM ALTITUDE AFTER  
TAKEOFF ESTIMATED 500 FEET. DISTANCE OF CRASH APPROXIMATELY THREE  
MILES FROM UPWIND END OF RUNWAY. CAUSE UNKNOWN. PLANE BURST INTO  
FLAME IMMEDIATELY AFTER IMPACT. ALTITUDE BEFORE CRASH APPEARED  
FROM CONTROL TOWER TO BE STRAIGHT GLIDE PILOT SIGMUND B. HONS 2ND  
LT. O-684000 AUS FATAL CP EUGENE J. AUSTENFELD 2ND LT. O-693728 AUS  
FATAL N JAMES B. FAHEY 2ND LT. O-810162 AUS FATAL B WILLIAM INGALLS  
2ND LT. O-689467 AUS FATAL Y.T.G. SGT. ARLIE LANG 18180786 FATAL R  
EUGENE W RANDALL SGT. 19134531 FATAL L.T.G. WARREN H. BUICKE SGT  
32671713 FATAL N.T.G. CHARLES H. SHEPARD SGT 18039613 FATAL E CHARLES  
A. NICHOLS SGT. 18188933 HOSPITAL SEVERE CHEST INJURIES BROKEN  
ANKLES. BOMBING TRAINING HI-OVERCAST CEILING ESTIMATED 16,000 FEET

12921 (L-43)

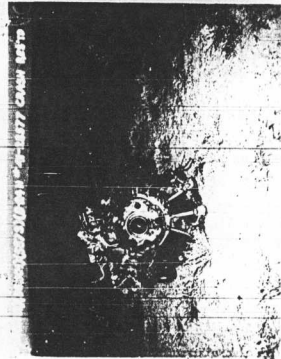
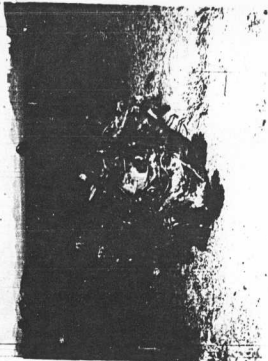


41319 J3830 J070 G 94 F 4 28377 CAASH RES TD

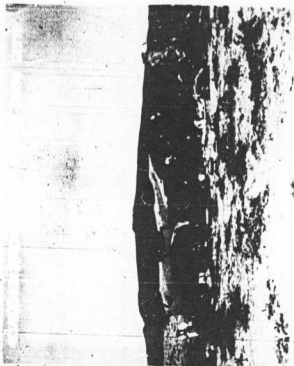


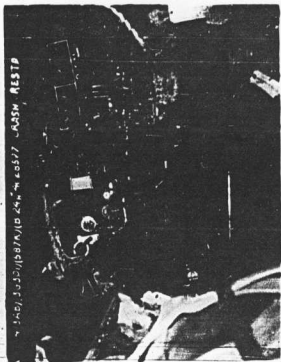
40714 J0844 H 4 28377 CAASH RES TD



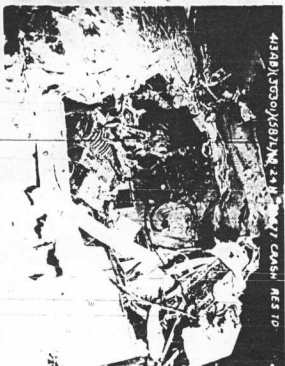
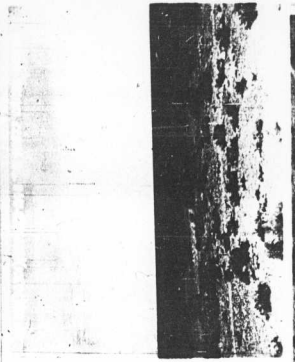








41-83577 (5030) (487) (24) "41-83577" CRASH REST 10



41-83577 (5030) (487) (24) "41-83577" CRASH REST 10

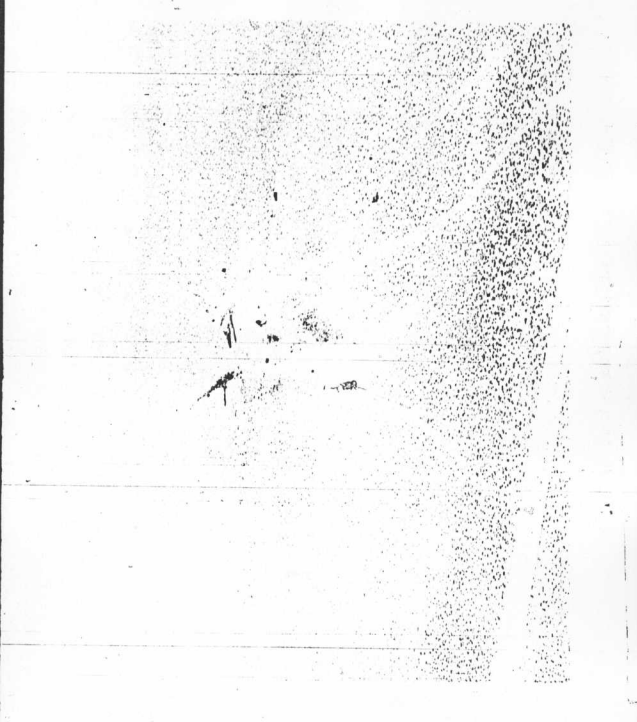


41-83577 (5030) (487) (24) "41-83577" CRASH REST 10





43AB-3M-12



3

5

6

2

1

- 1 - W. E. Prop
- 2 - #1 Prop
- 3 - Rt Wing Tip
- 4 - #2 Prop
- 5 - Fuselage
- 6 - #3 Prop
- 7 - #4 Prop
- 8 - #5 Prop
- 9 - Right Wing
- 10 - #4 Engine
- 11 - #3 Engine
- 12 - #2 Engine

