

NAME OF PILOT

TYPE OF PLANE

ACCIDENT

NUMBER

*John Howard*

*B-24H*

*44-5-27-518*

CHARGED TO:

OUT IN

CHARGED TO:

OUT IN

CHARGED TO:

OUT IN

*1*

*1*

*2*

*1*

UN 31-5-45 076

Accident No.

11 1 19

Date

Checked by

AM 11/11

Analyzed by

CMW

Copied for Wright

Field by

Notes

~~All out Rayntown~~

122519-113

NAME

Reissman

AIR FORCE & COM.

8

GROUP NO.

458

GROUP TYPE

BH

AIRCRAFT CODES

2

102018-43

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WAR DEPARTMENT  
A. A. F. Form No. 14  
(Revised May 15, 1942)

~~RESTRICTED~~

2 Pages  
ACCIDENT No. 44-5-27-5-18

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place 5 miles north of Cromer (2) Date 27 May 1944 (3) Time 0942  
AIRCRAFT: (4) Type and model H 24 H (5) A. F. No. 42-95183 (6) Station AAF 123  
Organization: (7) 8th (8) 458th (9) 755th  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

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	MARTIN, LESTER C.	P	0-913927	2D LT	109201	AC	8th	NONE	NO
CP	THOMPSON, FRANCIS S.	CP	0-700867	2D LT	109201	AC	8th	NONE	NO
N	CRAIG, ROBERT T.	N	0-71772	2D LT	103401	AC	8th	NONE	NO
B	GRIBI, CHARLES L.	B	0-698008	2D LT	103501	AC	8th	NONE	NO
RO	MEADOWS, GARIAND O.	RO	34500382	T/Sgt	75720	AC	8th	NONE	NO
E	CARLSTRUM, CHESTER R.	E	19186336	S/Sgt	74820	AC	8th	NONE	YES B
G	HOESFEL, GEORGE F.	G	16155865	S/Sgt	74820	AC	8th	NONE	NO
G	COHLMAYER, WARREN S.	G	17159867	S/Sgt	74820	AC	8th	NONE	NO
G	CASABAY, ROY L.	G	35351363	S/Sgt	62220	AC	8th	NONE	NO
G	ABSHIRE, WILBERT (NMI)	G	18171009	S/Sgt	74820	AC	8th	NONE	YES B

PILOT CHARGED WITH ACCIDENT

(20) MARTIN LESTER C (21) 0-813927 (22) 2nd Lt. (23) 1092 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th Air Force (26) 458th Bomb (27) 755th Bomb (28) AAF 123  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) (30) (31) (32)  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) P (34) 1 Oct 43 (35) P (36) 1 Oct 43 (37) Instrument rating (37)  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:  
(at the time of this accident)

(38) This type..... 249.00 (42) Instrument time last 6 months.....  
(39) This model..... 5.00 (43) Instrument time last 30 days.....  
(40) Last 90 days..... 92.50 (44) Night time last 6 months.....  
(41) Total..... 542.04 (45) Night time last 30 days.....

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft..... M.H.	6 feet of right wing tip bent 90 degrees down.
(47) Engine(s)..... / / / /	
(48) Propeller(s)..... / / / /	

(50) Weather at the time of accident CAVU  
(51) Was the pilot flying on instruments at the time of accident.....  
(52) Cleared from AAF 123 (53) To AAF 123 (54) Kind of clearance Contact  
(55) Pilot's mission Operational  
(56) Nature of accident Aerial collision  
(57) Cause of accident Unexpected formation turn. Pilot not responsible.  
(58) No form 54 being submitted.

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DESCRIPTION OF ACCIDENT

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

On 27 May 44, 0942, at 10,000 feet, 5 miles north of Cromer, while in formation, two B 24 H A/C 42-95183, and 42-95159, had a mid-air collision causing a major wing-tip damage to the first A/C 183, which was over run by A/C 159, in a sudden turn of formation from left to right. A/C 183 was flying in position as #2 ship of low trail element. #159 flying in high right element came down and across slipping into A/C 183 causing severe damage to right wing. As 2 A/C broke away the pilot Lt MARTIN of 183, had difficulty in controlling ship at first and was afraid it was going into a spin, gave order for crew to bail out. Being able to get A/C under control in a few minutes gave another order for crew to stay with the ship. Upon finding that he could fly ship and control it's actions he decided to keep crew aboard and bring ship in for landing. Two men had bailed out, the Engineer and Tail Gunner. The A/C returned to it's base, AAF 123, and made a successful landing without further damage.

Signature

*John A. Hensler*  
(Investigating Officer)

JOHN A. HENSLER,

Major, Air Corps

Date

1 June 1944

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STATEMENT

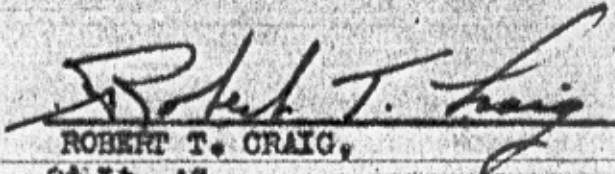
of

ROBERT T. CRAIG, 2D LT, O-712772, AO, 755th Bombardment Squadron, 458th Bombardment Group, AAF Station 123, APO 558. Navigator on A/C 183.

At 0941 on a heading of about 60 degrees, I saw a silver B-24H skidding dangerously close to our aircraft. He had skidded below us off the the right and seemed headed right into us so as to hit us abreast. I immediately hit the nose wheel door release and stood by to bail out as I heard the smack of the collision and felt but a slight jar. I already had my chute on and didn't immediately jump since the plane still seemed under control and I knew we were over water.

I retained the opinion that the mid-section of the adjacent aircraft sheared off the last 5-6 feet of our right wing and he then went on under us to nudge our nose turret with his nose and fall off forward and down. The collision occurred at 0942 while the plane was engaged in a formation right turn. The collision occurred 5 miles north of Ormer above Splashe 5. After the crash I stood by to bail out if any unusual maneuver at all was detected. I then called the pilot and being unable to make contact tuned Buncher 15 on the radio compass and told him to do a 180 since we were headed out into the north sea.

After making our way back over the field and talking to the pilot I was convinced that a safe landing could be made and hence proceeded to a station in the waist.

  
ROBERT T. CRAIG,  
2d Lt. AO.

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STATEMENT  
of

LESTER G. MARTIN, 2d Lt, AG, O-813927, Pilot, A/U 183, 755th Bombardment Squadron, 458th Bombardment Group, AAF Station 123, APO 558.

I was flying ship #183 on the right wing of hole element in Section I. We were forming at 10,000 feet at the time of the collision and had just started a right turn immediately upon completing a left turn. About thirty seconds after starting the right turn I heard my co-pilot shout and looked up to see a ship skidding into me from the right. I pulled my right wing up sharply and at about the same instant felt the collision. My ship started into a spin and I gave the order to bail out, the engineer and tail gunner leaving the ship immediately. The ship was brought under control within a few seconds after the crash and the rest of the crew was prevented from leaving the ship by my order over the interphone. After getting the ship under control I went into the waist, leaving the ship with my co-pilot and surveyed the damage. The only damage visible to me was about six feet of the right wing hanging in space. I decided then to bring the ship in and gave my men the choice of bailing out or staying with the ship for the landing and they did the latter. We circled the field, made a very wide pattern and a successful landing with no further damage to the plane or injury to the crew. The landing was made with half flaps and at an air speed of approximately 170 miles per hour.

*Lester G. Martin*  
LESTER G. MARTIN,  
2d Lt, AG.

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STATEMENT  
of

RAYMOND F. HERRICH, 2D Lt, O-750985, AC, 755th Bombardment Squadron,  
450th Bombardment Group (H), AAF Station 123, APO 538.

I was flying on the right wing of the lower left element. We were starting to turn to the right and we swung in toward the center of the formation.

I seen two ships hit but only got a glance as I was busy. It seemed the wing of one ship hit the other on the tail section or that he drag his tail across the wing. I seen the tail section start to bend to one side and come completely off. The ship started a slow spiral dive to the left and passed on our left side. The tail element seemed to fall apart and passed close over the top of our ship. My men watched the damaged ship until it disappeared thru the clouds and reported seeing no one bail out.

*Raymond F. Herrich*  
RAYMOND F. HERRICH,  
2d Lt, AC.

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DESCRIPTION OF ACCIDENT

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

On 27 May 1944, 0942, at 10,000 feet, 5 miles north of Cromer, B 24 H 42-95159, while in formation had an aerial collision with another A/C 42-95183, resulting in it's own tail being torn off, it going into a spin, and a total loss of A/C and crew into the sea.

The Pilot, Lt LORO, was evidently inattentive and unexpected the formation to shift from a left turn to a right one. He was, it seems the only A/C in the high right element at the time. He overran the #2 ship of the low trail element #183 which was in position. Nothing is known of the extent of damage to this A/C #159, except various other aircraft crew members verify that its tail was torn off and that it went into a spin. One parachute was seen just before the A/C reached the 3000' undercase. One body was identified after it had been washed ashore as the Navigator, 2D LT TOIBO J. MAKI. Nothing else is known at this station.



Signature

*John A. Hensler*  
(Investigating Officer)

JOHN A. HENSLER,

Major, Air Corps

Date 1 June 1944

**RESTRICTED**

ACCIDENT No. \_\_\_\_\_

WAR DEPARTMENT  
U. S. ARMY AIR FORCE  
**RESTRICTED**  
REPORT OF AIRCRAFT ACCIDENT

(1) Place 5 miles north of Cromer (2) Date 27 May 1944 (3) Time 0942  
 AIRCRAFT: (4) Type and model B-24 H-010 (5) A. F. No. 42-95159 (6) Station AAF 123  
 Organization: (7) 8th (8) 458th (9) 755th  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

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	LOBO, HOWARD J.	P	0-815719	2D LT	109201	AC	8TH	MIA-4	NO
CP	SASSEPERSON, STANLEY Z.G.	CP	0-820071	2D LT	109201	AC	8TH	MIA-4	NO
W	MAKI, TOIRO I.	N	0-711451	2D LT	103401	AC	8TH	KIA-4	NO
RO	PAPPAS, MIKE R.	RO	39694042	S/SGT	103520	AC	8TH	MIA-4	NO
B	FITZGERALD, WILLIAM M.	B	0-693879	2D LT	75720	AC	8TH	MIA-4	NO
E	BINGHAM, ROBERT C.	E	13092759	S/SGT	74820	AC	8TH	MIA-4	NO
G	WABE, EDGAR C.	G	32400028	S/SGT	74820	AC	8TH	MIA-4	NO
G	TRIPP, MAX S.	G	39911035	SGT	74820	AC	8TH	MIA-4	NO
G	LUNSFORD, LEWIS W.	G	35797784	SGT	6220	AC	8TH	MIA-4	NO
G	PICARD, NORMAN J.	G	31286410	SGT	74820	AO	8TH	MIA-4	NO

PILOT CHARGED WITH ACCIDENT

(20) LOBO HOWARD J. (21) 0-815719 (22) 2D LT (23) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 8th (26) 458th (27) 755th (28) AAF 123  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) \_\_\_\_\_ (30) \_\_\_\_\_ (31) \_\_\_\_\_ (32) 2180  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 11 Mar 43 Present rating (35) P (36) 11 Mar 43 Instrument rating (37) \_\_\_\_\_  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)  
 (38) This type 205:05 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model 121:00 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 86:40 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 473:15 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>5</u>	Total Loss
(47) Engine(s) <u>5</u>	
(48) Propeller(s) <u>5</u>	

(49) Weather at the time of accident CAVU  
 (50) Was the pilot flying on instruments at the time of accident EH  
 (51) Cleared from AAF 123 (52) To AAF 123 Kind of clearance \_\_\_\_\_  
 (53) Pilot's mission Operational DATE CONTACT \_\_\_\_\_  
 (54) Nature of accident Aerial Collision  
 (55) Cause of accident Unexpected formation turn, 100% Pilot's error, inattentiveness.  
 (56) No form 54 being submitted.

CLASSIFICATION CANCELLED OR CHANGED  
**RESTRICTED**  
 AUTHORITY OF \_\_\_\_\_ DATE \_\_\_\_\_

**RESTRICTED**

CORRECTION REQUEST

44-5-27-578

Card	Accident No.	Batch No.	Type & Model	Air Force/Command	Safety Region
	Title of Items To Be Corrected			From	To
	injury of all missing personnel in first aircraft missing fatal				

	Pers.	UNSAFE ACTS			UNSAFE CONDITIONS				
		Major	Specific	Viol.	Major	Specific	Minor	Defects	So
From									
To									
From									
To									
From									
To									

Person Submitting Correction *M.E.*

*(over)*

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08-1-45 27-5-44 VcN 42-9518 pe.H



GAD31-2-458 Y27-5-44 XAA NO 42-95183-Type

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