

RESTRICTED

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

44-3-2-509

(1) Place AAF Sta. 505 (2) Date 8 March, 1944 (3) Time 1723
 AIRCRAFT: (4) Type and model B-24H 040 (5) A. P. No. 41-2729 (6) Station AAF Sta. 123
 Organization: (7) 8th Air Force (8) 458th Bomb (H) (9) 753rd Bomb (H) (10) Z180
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

POST	NAME (Last name first)	Rating	Serial No.	Rank	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	GRADE OR PERSONNEL	TYPE OF PARACHUTE
01	P Spaven, George H.	P	0-531028	2nd Lt	20	AC	8th AF	No Injury	No
04	CP Zetser, Robert L.	CP	0-411278	2nd Lt	01	AC	8th AF	No Injury	No
05	N Koval, Peter (MMI)	N	0-400990	2nd Lt	01	AC	8th AF	No Injury	No
06	B Mortinson, James F.	B	0-692501	2nd Lt	01	AC	8th AF	No Injury	No
07	1R Cole, Cedric C.	ROG	36721017	S/Sgt.	20	AC	8th AF	No Injury	No
08	2K Foster, Willis A.	EG	36275501	7/Sgt.	20	AC	8th AF	No Injury	No
09	2H Pascher, Herman A.	EG	17159837	S/Sgt.	20	AC	8th AF	No Injury	No
10	4TG Schelding, Lawrence J.	EG	16092160	S/Sgt.	20	AC	8th AF	No Injury	No
11	4TE Gayford, Everett H.	AG	11029650	S/Sgt.	20	AC	8th AF	No Injury	No
12	6Y Lieber, Leo (MMI)	ROG	32183499	S/Sgt.	20	AC	8th AF	No Injury	No

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 HEADQUARTERS
 ARMY AIR FORCE
 MAR 31 1944

(20) Spaven, George H. (21) 0-531028 (22) 2nd Lt. (23) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (24) 8th Air Force (25) 458th Bomb (H) (26) 753rd Bomb (H) (27) AAF Sta. 123
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (28) 8th Air Force (29) 458th Bomb (H) (30) 753rd Bomb (H) (31) AAF Sta. 123
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (32) Pilot (33) 3-2-43 Present rating (34) Pilot (35) 3-2-43 Instrument rating (37) _____
 (Rating) (Class) (Rating) (Class) (Class)

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

(36) This type _____ (38) Instrument time last 6 months _____
 (37) This model _____ (39) Instrument time last 30 days _____
 (40) Last 90 days _____ (41) Night time last 6 months _____
 (42) Total _____ (43) Night time last 30 days _____

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 DATE 11-135
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11-27-45

AIRCRAFT DAMAGE

(44) Aircraft	(45) Engine(s)	(46) Propeller(s)	(47) LIST OF DAMAGED PARTS
<u>1</u>	<u>1</u>	<u>4</u>	<u>1</u>
<u>1</u>	<u>1</u>	<u>4</u>	<u>3</u>
<u>1</u>	<u>1</u>	<u>4</u>	<u>3</u>

(47) Rt. main landing gear, #3 and #4 engines and props, rt. wing panel, rt. flap, nose wheel, underside of fuselage from sta. 1 to sta. 6.0

(48) Weather at the time of accident 10/10 cloud cover at 1,000 ft., visibility 6 miles, wind north-west 13 mph.

(49) Was the pilot flying on instruments at the time of accident No
 (50) Cleared from AAF Sta. 123 (51) Combat mission (52) Kind of clearance 0
2180 2180 and return.
 (53) Pilot's mission Combat mission

(54) Nature of accident in id. tanks out of gas, #3 engine feathered, engines #1, #2, and #4 stopped on the base leg. Approaching position was satisfactory until #4 engine started unexpectedly and headed the aircraft for the landing caravan. To avoid hitting the caravan the pilot stalled the plane and fell off to the right.
 (55) Cause of accident All the engines cut out due to lack of gasoline in the main fuel tanks.

DESCRIPTION OF ACCIDENT

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

Upon returning from a mission, pilot brought the plane down through an overcast on three engines and broke out over Watton. The pilot believing that the plane was about out of gas, circled the field for a landing.

Pilot claimed that all the engines cut out on the base leg. On the approach, number 4 engine cut in and started to turn the plane to the left toward the caravan, and the hangars. In order to avoid hitting the caravan, the pilot tried to pull the plane up and stalled out. The plane fell off to the right and washed out the right landing gear, damaged number 3 and 4 engines and propellers, right wing, and the fuselage. Plane was categorized as E 1.

Although this forced landing resulting in the accident and damage described above was caused by the lack of fuel in the main fuel tanks immediately available for engine operation, subsequent investigation revealed that the Tokio tanks contained 250 gallons of gasoline.

Fuel transfer pump was checked for operation, and as much as possible of the fuel transfer lines was visually inspected; there were no defects found.

Attention is invited to the enclosed statement of T/Sgt Willis A. Foster reference, his efforts and procedure in transferring gasoline from Tokio to main tanks. Procedure followed by the Sgt was correct and would lead him to believe, as he did, that all gasoline had been transferred to the main tanks.

The committee, finding no mechanical defects in the transfer system nor errors in the process of affecting transfer of the gasoline, was unable to place responsibility for the accident.



Signature *William H. Gert*
WILLIAM H. GERT, CAPT., USA, COL. (S)

A.A. Novick
A.A. NOVICK, JR., CAPT., USA

Henry R. Miller, Jr.
HENRY R. MILLER, JR., 1ST LT., USA

Date _____

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753d Bombardment Squadron (B)
Office of the Operations Officer

13 March 1944

Report on Transferring Fuel on Ship # 729, 8 March 1944.

Before leaving the ground the crew-chief of this particular ship told me that the Bombay booster pump, which is used for the "Tokio" tanks in transferring, puts out about 10 to 11 gallons per-minute. The pilot, Lt Spaven, and I decided to pump out approximately half of the gas in these tanks to the main cells before reaching the French coast. About two hours after taking-off and as we left the English coast, I transferred 15 minutes from the right "Tokio" tanks and put it in No 3 & 4 main cells. Then I pumped 15 minutes out of the left "Tokio" tanks and put that in No 1 & 2 main cells. Before transferring I checked the booster pump fuses, it was alright and then while transferring felt the lines and pump. These showed that the pump was putting out the gas. Being that the crew-chief said 10 gallons per minute, I figured the pump to have pumped approximately 150 gallons out of each "Tokio" tank.

On the way back, after we left the French coast, I transferred another 20 minutes on both tanks. This made a total of 50 minutes transferring from "Tokio" tanks to main cells. It was then that I figured that all the gas had been transferred. The second time transferring I turned on the booster shut off so that gas would register in the guage. The other 150 gallons, I figured in the tanks registered on the guages.

Just to be on the safe side when we developed trouble, I turned the "Tokio" selector valve to both on, and numbers 1, 2, 4 engines to tank engine and cross feed, til we reached the field, and on the approach. Then I turned the "Tokio" selector to both off position. All the time I transferred, the main booster pump switches were off, and bombay booster on.

WILLIS A. FOSTER.
T/Sgt.

Willis A. Foster T/Sgt.

HEADQUARTERS
3RD STRATEGIC AIR DEPT
AAF 505 APO 635

Z-F-jab.
10 March 1944.

Statement of 1ST LT LESLIE R. WATSON, Senior Flying Control Officer, on landing accident of Aircraft No. 41-28729, at Watten Airfield.

At 1723 hours, 8 March 1944, A B-24E, No. 41-28729, crashed at this field. The plane was piloted by 2ND LT GEORGE E. SPATEN and was returning from a combat mission. They were running very low on gas and broke through the cloud base almost over this field. While circling to make a normal approach on runway 11, all four (4) engines cut on base leg. The plane reached the field but the pilot said that the No. 4 engine cut in when they were almost on the ground and turned them at right angles to the runway and he was forced to stall in to avoid hitting the hangar. The right main landing gear was torn off, Nos. 3 and 4 engines and props damaged, right wing panel, nose gear, and lower part of fuselage from station 0.1 to 6.0 damaged. It is thought that the plane will have to be salvaged. No one was injured.

Leslie R. Watson
LESLIE R. WATSON,
1st Lt., Air Corps,
Senior Flying Control Officer.

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THIS IS ORIGINAL STATEMENT OF PILOT

Went out of gear over canal; Sent SOS.
 After lost #3 engine and #4. We fringed
 fuel gauges and started #4 - let down
 through over cast and broke out.
 over Matton field to runway and
 lowered gear on runway all engines
 quit. Had to stall in to allow wires
 and on last of fuel #4 engine cut
 in and allowed ship toward runway.
 Pulled up and stalled. Stalled
 in on runway. Landing gear
 gave way and ship at 180.
 No one hurt

J. M. Spencer
 2nd Lt. AC

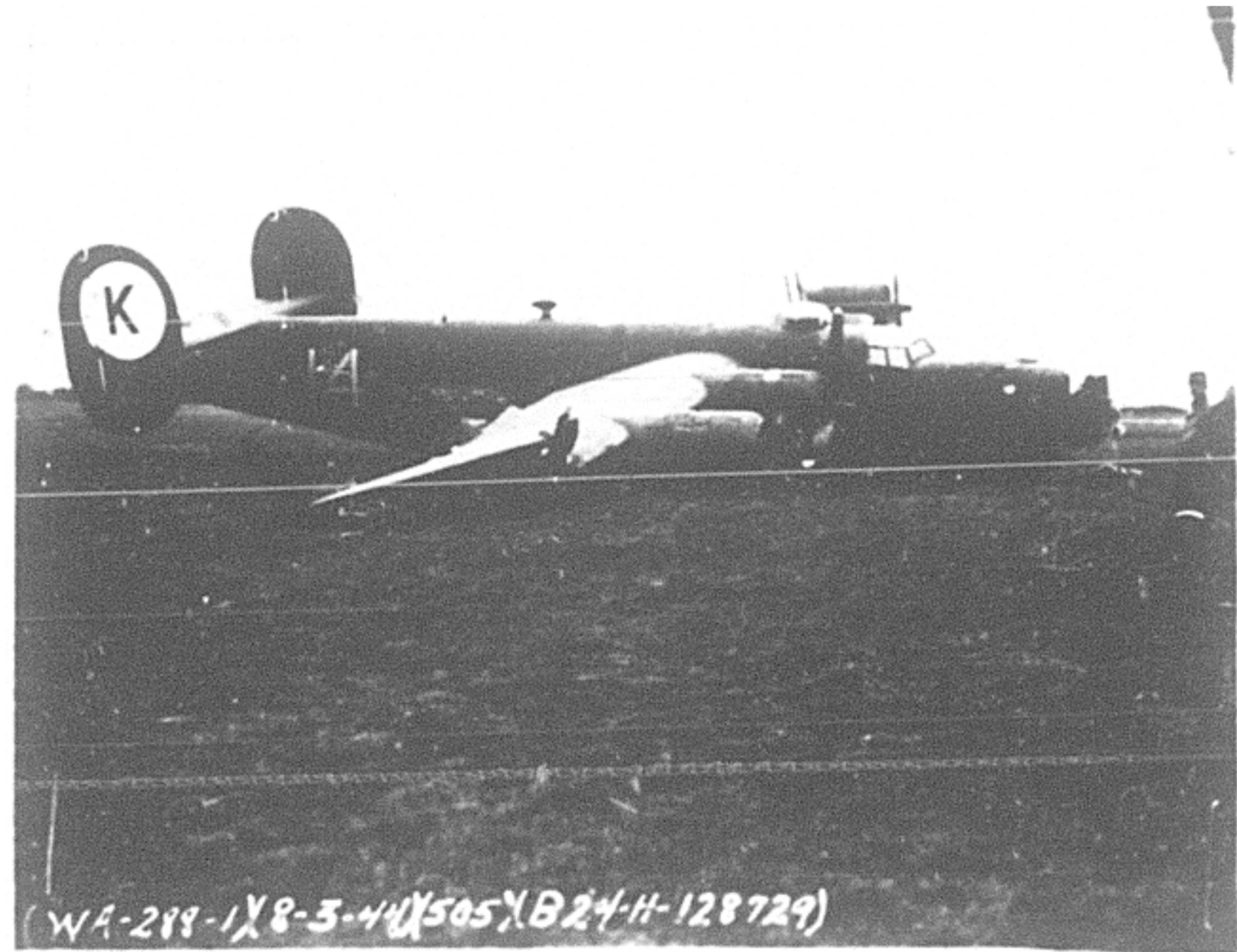
This is true statement of pilot:

HENRY R. MILLER JR.
 1st Lt., AC

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