360.33 2nd Ind. E-SI-11
HEADQUARTERS, NINTH AIR FORCE (REAR), APO 696, U. S. ARMY, 14 June 1944.

To: Chief, Flying Safety, Army Air Forces, Winston-Salem, North Carolina.

Report of Aircraft Accident Committee Approved.

For the Commanding General:

HARRY E. KOCH
Major, Air Corps,
Asst. Adj. General.

3 Incls: n/c (2 cys ea w/d)

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No.

(1) Place [illegible] AAF Station 166 (2) Date 23 May 1944 (3) Time 0830

Aircraft: (4) Type and model [illegible] (5) A. C. No. 42-[illegible] (6) Station AAF Station 166

Organization: (7) 77BG Ninth AF (8) 331st B.S. (9) 577th B.S.

(Squadron or Air Force) (Group)

PERSONNEL

(10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PRESENT CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT OF PERSONNEL (18)	USE OF PARACHUTE (19)
P	Mitchell, Kenneth F.	P	O-731630	Capt	01	AC	Ninth AF	Injured	No
CP	Curtis, Alfred E.	P	O-757206	2nd Lt	01	AC	Ninth AF	Injured	No
B5	Fechaler, Edward (NMI)	P	O-797105	1st Lt	01	AC	Ninth AF	Injured	No
B1	Fleming, Donald F.	P	O-773172	1st Lt	01	AC	Ninth AF	Major	No
B2	Appelhans, Philip J.	EM	35650637	S/Sgt	20	AC	Ninth AF	Minor	No
T1	Baldrip, Olay I.	EM	14061430	S/Sgt	20	AC	Ninth AF	Minor	No
B4	Holland, Thomas W.	EM	20363863	S/Sgt	20	AC	Ninth AF	None	No

PILOT CHARGED WITH ACCIDENT

(20) Mitchell (Last name) Kenneth (First name) F. (Middle initial) (21) O-731630 (Serial number) (22) Capt. (Rank) (23) 01 (Pilot, etc.) (24) AC (Branch)

Assigned (25) 77 B.G. Ninth AF (26) 331st B.S. (Group) (27) 577 B.S. (Squadron) (28) AAF Station 166 (Base)

Attached for flying (29) 77 B.G. Ninth AF (30) 331st B.S. (Group) (31) 577 B.S. (Squadron) (32) AAF Station 166 (Base)

(Assigned and Air Force)

(Attached and Air Force)

(Original rating) (33) Pilot (34) 30 Oct 42 (Date) (Present rating) (35) Pilot (36) 9 Oct 43 (Date)

(Rating)

(Rating)

First Pilot Hours (at the time of this accident)			
(38) This type	690:15	(42) Instrument time	
(39) This model	439:00	(43) Instrument time last 30 days	
(40) Last 90 days		(44) Night time last 90 days	
(41) Total		(45) Night time last 30 days	

RECEIVED
HEADQUARTERS
ARMY AIR FORCES
JUN 24 1944

AIRCRAFT DAMAGE F

(46) Aircraft completely destroyed

(47) Engine

(48) Propellers

(49) Radio

(50) Number of times this type aircraft has been involved in accidents

(51) Number of times this model aircraft has been involved in accidents

(52) Number of times this aircraft has been involved in accidents

(53) Number of times this engine has been involved in accidents

(54) Number of times this propeller has been involved in accidents

(55) Number of times this radio has been involved in accidents

(56) Number of times this aircraft has been involved in accidents

(57) Number of times this engine has been involved in accidents

(58) Number of times this propeller has been involved in accidents

(59) Number of times this radio has been involved in accidents

(60) Number of times this aircraft has been involved in accidents

(61) Number of times this engine has been involved in accidents

(62) Number of times this propeller has been involved in accidents

(63) Number of times this radio has been involved in accidents

(64) Number of times this aircraft has been involved in accidents

(65) Number of times this engine has been involved in accidents

(66) Number of times this propeller has been involved in accidents

(67) Number of times this radio has been involved in accidents

(68) Number of times this aircraft has been involved in accidents

(69) Number of times this engine has been involved in accidents

(70) Number of times this propeller has been involved in accidents

(71) Number of times this radio has been involved in accidents

(72) Number of times this aircraft has been involved in accidents

(73) Number of times this engine has been involved in accidents

(74) Number of times this propeller has been involved in accidents

(75) Number of times this radio has been involved in accidents

(76) Number of times this aircraft has been involved in accidents

(77) Number of times this engine has been involved in accidents

(78) Number of times this propeller has been involved in accidents

(79) Number of times this radio has been involved in accidents

(80) Number of times this aircraft has been involved in accidents

(81) Number of times this engine has been involved in accidents

(82) Number of times this propeller has been involved in accidents

(83) Number of times this radio has been involved in accidents

(84) Number of times this aircraft has been involved in accidents

(85) Number of times this engine has been involved in accidents

(86) Number of times this propeller has been involved in accidents

(87) Number of times this radio has been involved in accidents

(88) Number of times this aircraft has been involved in accidents

(89) Number of times this engine has been involved in accidents

(90) Number of times this propeller has been involved in accidents

(91) Number of times this radio has been involved in accidents

(92) Number of times this aircraft has been involved in accidents

(93) Number of times this engine has been involved in accidents

(94) Number of times this propeller has been involved in accidents

(95) Number of times this radio has been involved in accidents

(96) Number of times this aircraft has been involved in accidents

(97) Number of times this engine has been involved in accidents

(98) Number of times this propeller has been involved in accidents

(99) Number of times this radio has been involved in accidents

(100) Number of times this aircraft has been involved in accidents

RESTRICTED

DESCRIPTION OF ACCIDENT

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

1. On Monday, 29 May 1944, Captain Kenneth E. Mitchell, O-731630, after having properly checked his aircraft, B-24D-45-CO AF number 42-35804, took off with a crew of seven, a gas load of 2 X 2000 gals. Then he reached about 200 feet his right motor momentarily cut out and cut back in but almost immediately went out again and the pilot being unable to get it back in operation, directed the ship be feathered. With an initial speed of 155 MPH, barely 200 feet of altitude, one quarter flaps down and a full load the plane began to settle immediately. After a couple of unsatisfactory attempts at turns, the pilot was forced to go straight ahead with a crash landing. The tops of some trees were clipped and a hedge gone through before the ship struck the ground in a little field and came to rest scarcely 100 feet farther and in a ditch. Although the crash was violent the ship didn't break up. Evidence does not even show that anything broke off when the plane hit the trees or the hedge. Almost immediately after the crash, the pilot noted flames but it has been impossible to determine when the fire broke out. Unsuccessful attempts were made to get the unconscious copilot out of the aircraft; the rest of the crew was literally coerced and dragged under the leadership of the badly cut up pilot to a ditch about 250 yards from the ship. Approximately four minutes after the crew abandoned the ship, the bombs went off completely demolishing the ship. Subsequent investigation showed that on the previous flight the pilot reported that the left engine had cut out momentarily, that both engines showed magneto drops of about 50 RPM and that the right engine ran hot. As a result of these reports, the plugs in both engines were changed and a careful check made. Both engines ground checked satisfactorily both after plug change and upon Captain Mitchell's (a/c) flight run up.

2. The accident was caused 100% by power plant failure, right power plant. The specific cause is undetermined.

3. Recommendations. None.

Signature John S Sawyer
Edward H Brandon
Ernest K Gunnyon

Date

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575TH BOMBARDMENT SQUADRON (M), ARMY AIR FORCES
391st Bombardment Group

- PILOT'S STATEMENT -
Crash Landing

On 29 May 1944 I was pilot of a B-26 No 42-95804. We were on an operational mission with a bomb load of 2 x 2000 lb bombs. The pre-flight check and engine run up was normal in every respect.

The take-off on runway 03, was normal, and at an altitude of approximately 200 ft the right engine cut out, caught again momentarily, then cut out completely. At this time MP was 45", rpm 2400, boosters were on, wheels up, flaps 1/4 down and airspeed approximately 155 mph. I trimmed the ship and ordered the co-pilot to feather the right prop. While he was doing this I rang the alarm bell for crash landing and also warned crew members on interphone of crash landing. Unable to maintain altitude and airspeed I went straight ahead and the co-pilot cut the left engine mixture control and switches just before hitting the tops of some trees.

The ship hit the ground rather violently, but intact and I believe started to burn before it came to a halt.

I freed myself and attempted to get the co-pilot out, who was slumped in his seat and groaning. Unable to get him out by myself I called for help and the navigator tried to assist but was in the flames from the fire which was blowing over the pilot's compartment and he was forced to retire. At this time I left the ship through co-pilot's hatch as blood running in my eyes impaired my vision and my hair had began to burn. I stumbled over the bombardier who was lying a few feet from the ship. With the aid of the rest of the crew we carried the bombardier to a ditch about 200 yards from the ship, and were lying in the ditch when the bombs went off.

From the time I left the ship until the bombs went off was about four minutes as close as I can estimate.

How the co-pilot got out I do not know.

Kenneth W Mitchell
KENNETH W. MITCHELL,
Captain, Air Corps,
Pilot.

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1-16223

HEADQUARTERS
AAF STATION 166

G-B-3

APO 140, U S Army
5 June 1944

SUBJECT: Report of Aircraft Accident.

TO : Commanding General, IX Bomber Command, APO 140, U S Army.

360.33

1. Transmitted herewith WD AAF Form 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, IX Bomber Command, dated 18 April 1944.

For the Commanding Officer:

GLENN E. BOWEN,
1st Lt, Air Corps,
Adjutant.

Incls:
1 - AAF Form 14 (quad)
2 - Pilots Statement (quad)
3 - 1 set pictures crash landing (quad)

360.33 1st Ind. E-J-1
HEADQUARTERS IX BOMBER COMMAND, APO 140, U.S. ARMY, 11 June 1944.

TO: Commanding General, Ninth Air Force (Rear), APO 696, U.S. Army.

Approved.

For the Commanding General:

RICHARD E. SANDERS,
Colonel, Air Corps,
Chief of Staff.

A G
JUN 13

3 Incls:
1 cy as w/c

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