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Accident No. 15-9-23-542

Date

Checked by [illegible] 11-28-44

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Notes

5969:10-440FS

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

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WAR DEPARTMENT
AAF STATION 166 (now A-73)
U. S. ARMY AIR FORCES

ACCIDENT No. 45-9-23-522

REPORT OF AIRCRAFT ACCIDENT

11-22-44 02-001 · 132

(1) Place AAF Site A-87 (2) Date September 23, 1944 (3) Time 1820

AIRCRAFT: (4) Type and model B-26C45 (5) A. F. No. 42-107615 (6) Station AAF Station #166

Organization: (7) IX AF, IX BC (Command and Air Force) (8) 391st Bomb (Group) (9) 575th Bomb (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
01 P	Harnest, Earl M.	P	O-693774	1st Lt	18	AC	IX AF	None	No
04 CP	Maculios, Michael P	P	T-125279	F/O	17	AC	IX AF	None	NO
61 B	Pallissier, Ernest J.	G	10601628	T/Sgt	38	AC	IX AF	None	No
71 RG	Cleghorn, William K.	RG	14121496	S/Sgt	38	AC	IX AF	None	No
62 EG	Oliphant, Clare H. Jr.	EG	19194669	Cpl	38	AC	IX AF	None	No
64 AG	Lucas, Oral T.	AG	33245779	Cpl	38	AC	IX AF	None	No

PILOT OR INSTRUCTOR ACCIDENT

(20) Harnest, Earl (Last name) M. (First name) (Middle initial) (21) O-693774 (Serial number) (22) 1st Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) IX BC, IX AF (Command and Air Force) (26) 391st Bomb (Group) (27) 574th Bomb (Squadron) (28) AAF #166 (Station)

Attached for flying (29) IX BC, IX AF (Command and Air Force) (30) 391st Bomb (Group) (31) 574th Bomb (Squadron) (32) AAF #166 (Station)

Original rating (33) Pilot (Rating) (34) 1 Oct '43 (Date) Present rating (35) Pilot (Rating) (36) 1 Oct '43 (Date) Instrument rating (37) None (Date)

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

(38) This type	33:40	(42) Instrument time last 6 months	5:05
(39) This model	13:05	(43) Instrument time last 30 days	2:05
(40) Last 90 days	33:40	(44) Night time last 6 months	4:25
(41) Total	634:20	(45) Night time last 30 days	2:00

AIRCRAFT DAMAGE

NF Omw 11-29

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	W				Airplane complete wreck
(47) Engine(s)	W	W			
(48) Propeller(s)	W	W			

(50) Weather at the time of accident Visibility ¼ mile to 1½ miles; ceiling of 7/10 cloud at 250' to 700'; rain, northwest wind at 5 MPH.

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

(52) Cleared from AAF Station #166 (53) To AAF Station #166 (54) Kind of clearance Operational

(55) Pilot's mission Combat.

(56) Nature of accident Aircraft slid on wet grass upon landing and collided with gasoline stored at end of field.

(57) Cause of accident Shortness of runway and slippery condition of wet, grass surface providing very little traction for braking.

(58) Has Form #54 been submitted? No.

Incl: 1 Letter 2 Sheets

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DESCRIPTION OF ACCIDENT

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

1. On 23 September 1944, 1st Lt Earl M. Harnest, 0693774, was flying B-26C45, A.F. No., 42-107615 on a combat mission. He became separated from his formation and was directed by homing station "Sweepstake" to land at USAAF site A-87. He landed on a grass runway; the field was short; it was raining at the time of his landing. The aircraft was unable to stop within the limits of the landing space provided and crashed into a fuel dump on the end of the field. The nose wheel collapsed and the props were bent as a result of this collision. None of the crew members was injured.

Fifteen minutes later another B-26 landed at A-87 and skidded into aircraft No. 42-107615, igniting both airplanes and the fuel dump and resulting in the total loss of Lt Harnest's ship.

2. Cause: Original damage attributed to the wet, slippery condition of the grass surface in combination with the shortness of the field.

The total loss of this aircraft, by fire, was caused by the collision of a second B-26, A.F. No. unknown.

3. Recommendations: None

Donald K. Brandon

Signature .....
(Investigating Officer)
DONALD K. BRANDON, Lt.Col., AGs

Ernest N. Ljungquist

ERNEST N. LJUNGQUIST, Lt Col, AC.

James A. Sullens

JAMES A. SULLENS, Maj. AC.

Date October 7, 1944.

Hq 505 5-43/10M/9093

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574TH BOMBARDMENT SQUADRON
OFFICE OF THE OPERATIONS OFFICER
APO #140, U. S. ARMY

4 OCTOBER 1944

REPORT ON AIRCRAFT ACCIDENT

PILOT

WE LANDED AND COULDN'T STOP BECAUSE OF WET GRASS FIELD, AND CRASHED INTO FUEL DUMP AT END OF RUNWAY WASHING OUT NOSE WHEEL. WE ALL GOT OUT AND STARTED TO UNLOAD SHIP. ANOTHER PLANE CAME IN, CRASHED INTO US CATCHING ON FIRE, AND BURNED BOTH AIRCRAFTS AND THE FUEL DUMP.

DAMAGE ON OUR SHIP BEFORE THE FIRE WAS: NOSE AND NOSE WHEEL CAVED IN AND THE PROPS BENT UP.

Earl M. Harnest

EARL M. HARNEST
1ST LT, AIR CORPS
PILOT

Incl: 2

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574TH BOMBARDMENT SQUADRON
OFFICE OF THE OPERATIONS OFFICER
APO #140, U. S. ARMY

4 OCTOBER 1944

REPORT ON AIRCRAFT ACCIDENT

AERIAL ENGINEER

THE FIRST HINT I HAD THAT WE WERE GOING TO CRASH LAND WAS THE COMMAND ON THE INTERPHONE 'PREPARE FOR CRASH LANDING'. S SGT CLEGHORN AND I WERE IN THE REAR SO BOTH BRACED AGAINST BULKHEAD UNDER TURRET. THE LANDING WAS QUITE SMOOTH. AS WE ROLLED, WE CROSSED WHAT SEEMED TO BE DITCHES OCCASIONALLY, JUDGING FROM THE JOLTING. I BELIEVE WE HAD SLOWED TO ABOUT 30 MPR WHEN THERE WAS A SUDDEN LURCH AND STOP. WE GOT OUT THRGUGH THE WAIST WINDOW, DROPPED ABOUT 10 FEET TO THE GROUND, BECAUSE OF THE UPWARD POSITION OF THE TAIL. THE NOSE STRUT HAD CRACKED UP, AND THE RIGHT WHEEL WAS SUNK DEEP IN OOZE OR MUD. WE FOUND THAT A PILE OF FIVE-GALLON GAS CANS HAD BEEN LEFT AT THE END OF THE RUNWAY, AND WE HAD COME TO REST IN THE MIDST OF THEM. THERE WAS NO SPARK, NO FLAME. OUR SHIP RESTED AT THAT CRAZY ANGLE, WITH A FULL LOAD OF BOMBS, AND ALL THE AMMUNITION, IN THE GASOLINE DUMP. WE HAD A SHORT TIME IN WHICH TO GET OUT AND GET AWAY.

A SECOND PLANE, WITH INJURED ABOARD, CAME IN SHORTLY. THEY LANDED AND ROLLED IN JUST ABOUT THE SAME TRACKS WE MADE. THEY COULDN'T SLOW DOWN ENOUGH EITHER, BECAUSE THEY ALSO PLOUGHED INTO THE GASOLINE DUMP VERY CLOSE TO OUR PLANE. JUST AS THEY STOPPED, THEIR PLANE CAUGHT FIRE AND IN ALMOST NO TIME THE WHOLE AREA WAS ABLAZE, SENDING UP BIG BILLOWS OF BLACK SMOKE. THE PLANES BOTH BURNED, BOMBS EXPLODED IN BOTH, AND AMMUNITION WENT OFF - A GREAT CARNAGE.

Clare H Oliphant Jr.
CLARE H. OLIPHANT JR.
CORPORAL, ARMY AIR FORCES
AERIAL ENGINEER

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574TH BOMBARDMENT SQUADRON
OFFICE OF THE OPERATIONS OFFICER
APO #140, U.S. ARMY

4 OCTOBER 1944

REPORT ON AIRCRAFT ACCIDENT

CO-PILOT

RETURNING FROM TARGET WITH FORMATION, THE CEILING AND VISIBILITY EXCEPTIONALLY POOR, OBTAINED QDM FROM "SWEEPSTAKES" AND "BENJAMIN", TWO PASSES AT FIELD LOSING POWER ON BOTH ENGINES, WE LANDED WITH THE AID OF FLARES ON WET GRASS RUNWAY. INTIRELY IMPOSSIBLE TO GET THE AIRCRAFT STOPPED, WE SKIDDED INTO A GASOLINE STORAGE WHICH WAS AT THE END OF THE RUNWAY. ALL PERSONNEL LEFT THE AIRCRAFT WITHOUT INJURY. DAMAGE TO AIRCRAFT WAS NOSE GEAR COLLAPSED AND GLASS IN NOSE BROKEN. AT THE TIME OF LANDING THE TANKS WERE EXTREMELY LOW ON PETROL (APPROX 40 GALS)

FIFTEEN MINUTES LATER ANOTHER AIRCRAFT (B-26 TYPE) DID EXACTLY THE SAME THING CRASHING INTO OUR AIRCRAFT (AAF NO 615) AND GASOLINE STORAGE. AT TIME OF IMPACT EVERYTHING EXPLODED, DEMOLISHING BOTH AIRCRAFT.

Michael P. Mackulics

MICHAEL P. MACKULICS
FLIGHT OFFICER, A. C.
CO-PILOT

Incl. 9

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HEADQUARTERS
AAF STATION A-73

G-B-3

APO 140, U S Army
11 October 1944

SUBJECT: Report of Aircraft Accident, A.F. No. 42-107615.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U S Army.

F 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.

360.33

For the Commanding Officer:

RECEIVED
11 OCT 1944
IX BOMB

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

4 Enclosures:
Incl #1 - WD AAF Form No. 14 in quadruplicate.
Incl #2 - Statement of Pilot in quadruplicate. (1st Lt Harnest)
Incl #3 - Statement of Engr in quadruplicate. (Cpl Oliphant)
Incl #4 - Statement of Co-Pilot in quadruplicate. (F/O Macmullen)

360.33 1st Ind. E-J-2
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 16 October 1944.

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

F Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 22 March 1944.

For the Commanding General:

A G
17 OCT 1944

RICHARD C. SANDERS,
Brig. Gen., U.S.A.,
Chief of Staff.

4 Incls: n/c (1 cy ea w/d).

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360.33 2nd Ind. E-RFS-3
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 24 OCT 1944

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report of Aircraft Accident committee approved.

For the Commanding General:

C.M. SEEBACH,
Colonel, AGD,
Adj General.

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

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