

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

RESTRICTED

WAR DEPARTMENT
AAF STATION A-73
U. S. ARMY AIR FORCES

Accident No. 45-4-5-535

REPORT OF AIRCRAFT ACCIDENT

(1) Place Five (5) miles North of A-69 (2) Date 5 April 1945 (3) Time 1530 4
AIRCRAFT: (4) Type and model B-26B45 (5) A. F. No. 42-95807 (6) Station A-73
Organization: (7) 9th B.D. Ninth AF (8) 391st Bomb (9) 574th Bomb
(Command and Air Force) (Group) (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)
P	Hocker, Clifford F.	P	0-718640	1st Lt	18	AC	Ninth AF	Minor	No
CP	McKim, Roy S. Jr.	P	0-833943	2nd Lt	18	AC	Ninth AF	Minor	No
BN	Zuranski, Ralph C.	B	0-2069504	2nd Lt	18	AC	Ninth AF	Major	No
RG	Price, Wade H.	RG	34114888	Sgt	38	AC	Ninth AF	Major	No
EG	Rader, Carl (nm)	EG	38539630	Sgt	38	AC	Ninth AF	Major	No

PHOTOGRAPHIC RECORD

(20) Hocker Clifford F. (21) 0-718640 (22) 1st Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9th B.D. Ninth AF (26) 391st Bomb (27) 574th Bomb (28) A-73
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 9th B.D. Ninth AF (30) 391st Bomb (31) 574th Bomb (32) A-73
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 15 May 44 Present rating (35) Pilot (36) 15 May 44 Instrument rating (37) 19 Sept 1944
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type 78:35 (42) Instrument time last 6 months 6:35
(39) This model 78:35 (43) Instrument time last 30 days 1:00
(40) Last 90 days 86:35 (44) Night time last 6 months 28:30
(41) Total 466:00 (45) Night time last 30 days 1:00

AIRCRAFT DAMAGE

	L	DAMAGE	R	(49) LIST OF DAMAGED PARTS
(46) Aircraft	W	4		Complete wreck.
(47) Engine(s)	W	4	W	
(48) Propeller(s)	W	4	W	

(50) Weather at the time of accident Visibility six (6) to eight (8) miles; ceiling twenty-five hundred feet (2500'); four tenths (4/10's) clouds. EI

(51) Was the pilot flying on instruments at the time of accident No.
(52) Cleared from A-73 (53) To A-73 (54) Kind of clearance Local

(55) Pilot's mission Practice instrument and navigation. 5

(56) Nature of accident Collision of aircraft with ground. 3

(57) Cause of accident Pilot flew aircraft into ground while buzzing. 07

(58) Has Form 54 been submitted; No. 17

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DESCRIPTION OF ACCIDENT

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

1. On 5 April 1945, 1st Lt Clifford F. Hocker was flying a B-26B45 aircraft, A.F. #42-95807 on a scheduled training mission; instruments and practice navigation.

By his own admission, Lt Hocker was buzzing a farmer in a field. In so doing he flew so low that the propeller blades struck the ground. In attempting to regain altitude, he pulled back so abruptly on control column that the tail turret struck the ground. Being unable to regain a safe altitude, he crash landed straight ahead.

The aircraft was loaded with four (4) X one thousand (1000) lb. Gp bombs. Three of these were dislodged and thrown through the bomb bay, when the tail turret struck the ground. The aircraft caught fire and burned, detonating the remaining bomb.

All personnel had evacuated the area prior to detonation of bomb.

2. Cause: One-hundred per cent (100%) pilot error. Pilot was acting in direct disobedience of AAF Regulations and local flying orders in indulging in unauthorized low flying.

3. Recommendations: None.

Signature

Ernest N. Ljunggren
(Investigating Officer)
ERNEST N. LJUNGGREN, Lt Col, A.C.

Carroll A. Santos, Jr.
CARROLL A. SANTOS, JR., Maj, A.C.

Manley O. Richmond
MANLEY O. RICHMOND, MAJ, A.C.

Date 12 April 1945.

U. S. GOVERNMENT PRINTING OFFICE 16-28787-1

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HEADQUARTERS
391ST BOMBARDMENT GROUP (M)

E-MR-ry

APO #140, U S Army
12 April 1945

TO WHOM IT MAY CONCERN:

AAF Forms 1 and 1A are not included as enclosures in this AAF Form 14 as they were not removed from the burning airplane.

An Engineering Officers statement has not been received by the home station of the aircraft to date, however, it is felt since the aircraft was a complete wreck, and materiel failure was not a consideration that such a statement is not necessary.

Ernest N. Ljunggren
ERNEST N. LJUNGGREN
Lt Col, Air Corps
President of the Board

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HEADQUARTERS
199th MEDICAL DISPENSARY (AVN)

APO 140, U.S. Army,
6 April 1945.

S T A T E M E N T

Take off was at 1445 hours, purpose was for me, the pilot, to fly an hour of instruments, after which I was to give my co-pilot some single engine instruction and take-offs and landings, in order to prepare him to be checked-out.

After having flown an hour of instruments, and giving the co-pilot several practice single engines between 8000 and 9000 feet, I let down preparatory to going back to base and landing.

In the vicinity of Laon, there were many farmers working in their fields. I flew low over one, and after passing went down lower to the ground. I pulled up, not excessively sharp, and the props ticked the ground, immediately after which a definite thump was experienced in the middle or aft part of the ship. I personally believe it to be about the rear 8ft or so of the ship. It was beyond doubt at that point that the bombs were torn loose, or rather three of them, and evidently plunged through the closed doors to the ground, safe. It became evident that the ship would not fly; vibration was quite pronounced. The co-pilot cut the mixtures and master switch. From then on all I could hope to do was belly the plane in on as smooth and level ground as possible. I figured it best to hold the nose rather high for the bombardier was still in there. The result was that the ship floated on past the level field we were over, and finally bellied in on a slight hillside. The ship was torn in two about the center when we hit on the hillside. The engineer gunner who was riding in the radio compartment and the radio man, who was kneeling between myself and the co-pilot, were the first out of the ship, either going out the top hatch or the windshield. I was the last one out, and we all proceeded to get away from the ship, for it caught fire almost immediately. The bombardier had to be helped; we found him some 50 ft in front of the ship, where he had evidently crawled, help arrived some 45 minutes later, and we were taken to the hospital here at Station A-69.

Clifford F. Hocker
CLIFFORD F. HOCKER,
1st Lt., AC,
Pilot.

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HEADQUARTERS
199th MEDICAL DISPENSARY (AVN)

APO 140, U.S. Army,
6 April 1945.

S T A T E M E N T

We were up for local instruments and co-pilot transition and ^{tick} take off. At 1445 5 April 1945, The pilot took me up to 9000 ft and gave me two single engines, then he took over and brought the ship down and buzzed a farmer working in a field. He came down fairly steep and fast about 220 indicated airspeed, when he pulled up, good bit of back pressure, the ship reacted all right, but due to excessive speed it mushed a little, I believe, into the ground. The prop just ticked the ground and the rear end of the ship hit fairly hard, and tore 3 X 1000 lb bombs loose from their shackles, and I believe they went through the closed bomb bay doors. One remaining 1000 lb bomb either lay on the bomb bay door, or was still hanging up on the shackle. All bombs were safe. The ship bounced and it looked like it might fly again, but it vibrated, both stick and rudder, and stalled onto the ground maybe three quarters of a mile away. It slid and broke in two and tore the right engine off. The nose was smashed and the bombardier thrown through it on the second contact with the ground and he rolled maybe 50 ft in front of the ship. When I saw that the ship would no longer fly, I cut the mixture controls and the master switch and went through the front windshield. A fire had started in the right nacelle and I knew the gas would soon go, so we all got away from the ship at a safe distance. The bombardier had to be carried, the engineer was sitting in the navigators compartment and the radio operator was between the pilot and co-pilot seat on the nose wheel doors. They all got out under their own power through the front windshield or top hatch. The ship completely burned and the 50 calibre rounds of ammunition, smoke grenades, flares and one remaining bomb all exploded. Nobody was injured from that. I patched up the pilots head wounds and we all made the bombardier and two enlisted men as comfortable as possible. Help reached us 40 or 45 minutes later.

Roy S. McKim Jr.
ROY S. Mc KIM, JR.
2d Lt., AC,
Co-Pilot.

Encl 3

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7 April 1945

Statement

I was Engineer Gunner on a one-hour instrument flight in a B-26. I was reading a book during the flight, not paying much attention to what was going on, until I felt what seemed to be the impact of the propellor hitting the ground.

Immediately the plane began to crash-land on its belly for a distance of 300 to 400 yards, after which it ground-looped. I was in the radio room, and instruments began to fall all over me. I managed to get up and went forward to the pilot, who was still at the controls.

After he and I got out of the plane, I noticed that the rest of the crew was out of the plane. The plane was smoking, and a short while later burst into flames.

Carl Radar
Carl Radar, 38539360
Sgt

End 4

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7 April 1945

Statement

We were on a one-hour instrument flight in a B-26, in which I was radio-gunner. At approximately 1600 hours (5 April 1945) the pilot buzzed two times. The last time the propellor hit something which seemed to be the ground. Immediately the plane began to crash-land on its belly. It came to a stop, ground-looping after about 300 yards.

When I came to, I was lying on the ground away from the plane. I do not recall how I got there. Shortly afterward the plane caught fire, and I heard an explosion which sounded like one of the bombs.

I was then taken to the 199th Aviation Medical Dispensary.

Wade H. Price

Wade H. Price, 34110888
Sgt, Sta A-73

Quil 5

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H E A D Q U A R T E R S

Z-M-10

2055th Engineer Aviation Fire Fighting Platoon

APO 140, US Army
7 April 1945

SUBJECT: Airplane Crash.

TO : Group Operations Officer, 416th Bomb Gp (L), APO 140, US Army

At about 1600 hours, 5 April 1945, I was in the Area of the Control Tower when I saw smoke, directly North of this Station. The Control Tower contacted a plane in the air and asked it to investigate. It was immediately reported as B-26 which was in a field and was burning.

I immediately took my fire truck and an ambulance and proceeded to the scene. When I had traveled about one (1) mile in that direction I saw what appeared to me to be a bomb explode.

I arrived at the crash at about 1620 hours and found that a passing truck had stopped before I arrived and had loaded the Crew in his truck. I had three (3) of the Crew members transferred to the ambulance and the other two (2) who were not badly injured, loaded into my jeep. I ask one of the Officers who was loaded into my jeep if there were any bombs left in the crash. He replied that one (1) bomb was in the crash but had gone off, and the other three (3) were lying in the field. He pointed them out to me. I then dispatched the ambulance and jeep to the 199th Medical Dispensary, and went to the crash to put the fire out. This was accomplished at about 1700 hours.

Mont R. Anderson
MONT R ANDERSON
1st Lt., CE
Fire Marshal

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April 6

S T A T E M E N T

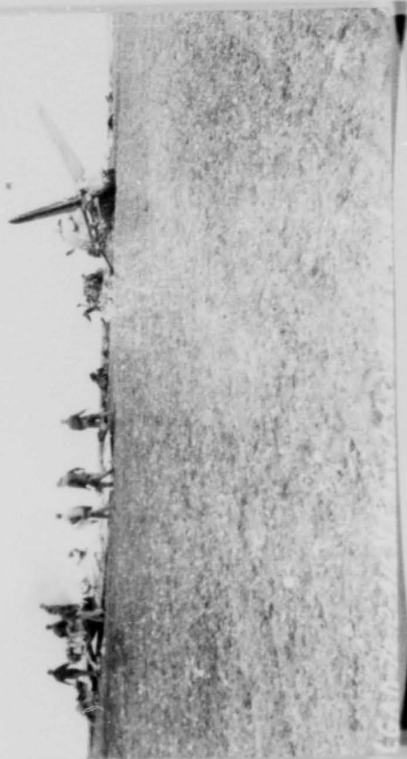
7 April 1945.

1. I arrived at the scene of the accident of B26-B aircraft, serial number 42-95807, at approximately 1730 hours 5 April 1945. The fire had been extinguished by that time, and the only information I could obtain was that the plane had engine trouble and had been forced to make an emergency landing.
2. The only sections of the airplane that had not been burned were: The two engines, which were torn from their mounts, and the tail end of the fuselage; starting from the bulkhead, between the rear of the aft bombay, and the gunner's compartment. It looked as though it had been torn from the rest of the fuselage when the remaining bomb exploded.
3. The nose section, main section of the fuselage, foreward and aft bombay compartments, and both wings were completely demolished by the fire.
4. Three bombs were lying approximately two hundred and fifty (250) yards from the wreckage of the aircraft. They must have been released just prior to the final point of impact, and after the plane had hit the ground for the first time.

George P. Lodge
GEORGE P. LODGE,
CWO, USA.

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April 7





RESTRICTEDHEADQUARTERS
AAF STATION A-73

G-CF-2

APO 140, U S Army
14 April 1945

360.33

F SUBJECT: Report of Aircraft Accident, A.F. No. 42-95807.

TO : Commanding General, 99th Combat Bomb Wing, APO 140, U S Army.

Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, Headquarters, 9th Bombardment Division, dated 12 March 1945.

For the Commanding Officer:

CYRIL S. FARFEL,
1st Lt, Air Corps,
Adjutant.

9 Inclosures: All in Quadruplicate

- 1 - WD AAF Form No. 14.
- 2 - Statement of Pilot.
- 3 - Statement of Co-Pilot.
- 4 - Statement of Engineer-Gunner.
- 5 - Statement of Radio-Gunner.
- 6 - Statement of Fire Marshal.
- 7 - Statement of CWO, USA.
- 8 - Letter from President of Aircraft Investigation Board.
- 9 - Accident Pictures.

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 7 June 1945.

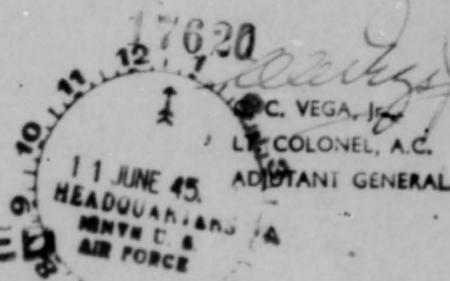
F TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to coordination and further investigation within this headquarters.

For the Commanding General:

9 Incls: n/c (in trip)

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360.33

2nd Ind.

E

HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 17 June 1945.

To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

Report of Aircraft Accident Committee approved.

For the Commanding General:

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

Harry L. Kosh
HARRY L. KOSH,
Major, A.C.D.,
Asst Adj. Gen.

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