

Accident No.

44-5-17-525

Date

6-29-44

Checked by

Wright

Analyzed by

Copied for Wright

Field by

Notes

1225:9-43

RESTRICTED

ACCIDENT No.

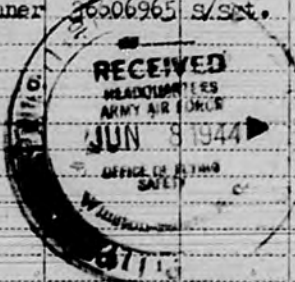
WAR DEPARTMENT
AAF STATION 170
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Near Biggen Hill, Kent (2) Date 19 May 1944 (3) Time 2050
 AIRCRAFT: (4) Type and model A-20G-30 020 (5) A. F. No. 43-9696 (6) Station AAF Station 170
 Organization: (7) IX BC Ninth AF (8) 416 Bomb (L) (9) 670 Bomb (L)
 (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	Crispino, Joseph C.	Pilot	0-799946	1st Lt.	1801	AC	Ninth AF	Minor ✓	S E
G	Conopask, Royden E.	Gunner	31141640	S/ Sgt.	3020	AC	Ninth AF	Fatal 4	None
G	Walsh, Thomas I.	Gunner	36006965	S/ Sgt.	3020	AC	Ninth AF	Fatal 4	None



CLASSIFICATION CANCELLED OR CHANGED TO

RESTRICTED

BY AUTHORITY OF CG, AAF
 BY FGA DATE 2-27-46

PILOT CHARGED WITH ACCIDENT

(20) Crispino, Joseph C. (21) 0-799946 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) IX BC Ninth AF (26) 416 Bomb (L) (27) 670 Bomb (L) (28) AAF Station 170
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) IX BC Ninth AF (30) 416 Bomb (L) (31) 670 Bomb (L) (32) AAF Station 170
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 3/25/43 Present rating (35) Pilot (36) 3/25/43 Instrument rating (37) 7/27/43
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type <u>A-20</u>	<u>311:00</u>	(42) Instrument time last 6 months	<u>0:00</u>
(39) This model <u>A-20G</u>	<u>195:25</u>	(43) Instrument time last 30 days	<u>0:00</u>
(40) Last 90 days	<u>77:10</u>	(44) Night time last 6 months	<u>2:05</u>
(41) Total	<u>626:10</u>	(45) Night time last 30 days	<u>1:30</u>

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>5</u>	Total Loss.
(47) Engine(s) <u>2</u>	
(48) Propeller(s) <u>3</u>	

(50) Weather at the time of accident Visibility 4 miles. Ceiling 3500 feet. DI
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from AAF Station 170 (53) To AAF Station 170 (54) Kind of clearance Operational
 (55) Pilot's mission Combat. 03
 (56) Nature of accident Pilot bailed out after aircraft had gone into spin. 04
 (57) Cause of accident Pilot failed to use instruments early enough. 13
48

(58) Has the AAF form 54 been submitted? No
RESTRICTED RESTRICTED RESTRICTED RESTRICTED

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DESCRIPTION OF ACCIDENT

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

NARRATIVE: On 19 May 1944, the formation, after returning from a combat mission, was descending through a layer of haze when they ran into dense clouds at approximately 7,000 feet. The pilot states that shortly thereafter he lost sight of his flight leader. While trying to locate his leader, the aircraft was accidentally placed in a position approaching a stall. After locating leader while still in clouds and while turning away from him, the pilot realized that the aircraft was near a stall but before he had time to recover, the airplane stalled. After making every effort to inform his crew of the condition, the pilot bailed out.

After close examination of the wreckage it was noted the aircraft crashed in a flat position with evidence of left rotation. There were very little indication of forward speed since the aircraft did not skid forwards. The left horizontal stabilizer was found approximately one mile from the scene of the crash; the life raft was also found a considerable distance away.

It is the opinion of the committee that, sometime after the aircraft stalled, it went into a left spin. The life raft could not have come out of its position until the pilot's escape hatch had been jettisoned. The pilot states that the raft was in position when he bailed out. Sometime thereafter wind pressure jerked the raft out. The left horizontal stabilizer was lost due to buffeting either due to the spin or the life raft striking it and remaining across the leading edge causing very severe buffeting. When the aircraft crashed it was undoubtedly in a left spin which had become very near flat.

RESPONSIBILITY: The pilot, after losing his flight leader, waited too long before going on instruments. After reverting to instruments, the aircraft was so near a stall the pilot didn't recover before stalling. A left spin developed from the stall and from the altitude at time of stall and spin and due to instrument conditions a recovery was doubtful.

RECOMMENDATIONS: None.

INCLOSURES: 3

- Incl#1 - Statement of Pilot.
- Incl#2 - Statement of Crew Chief.
- Incl#3 - Statement of Engineering Officer.

APPROVED:

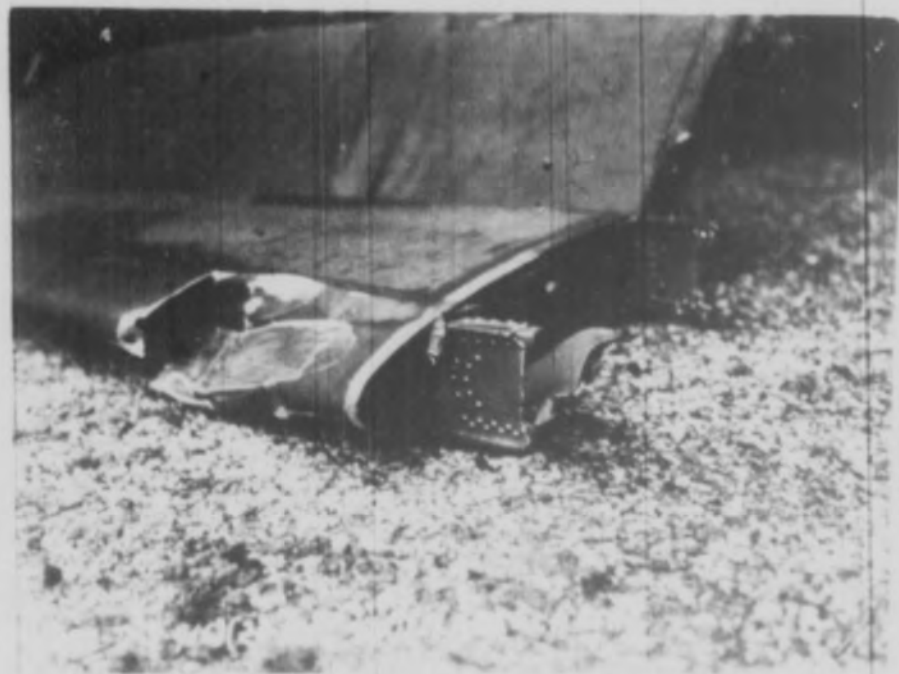
Harold E. Mace
HAROLD E. MACE,
Colonel, Air Corps.
Commanding.

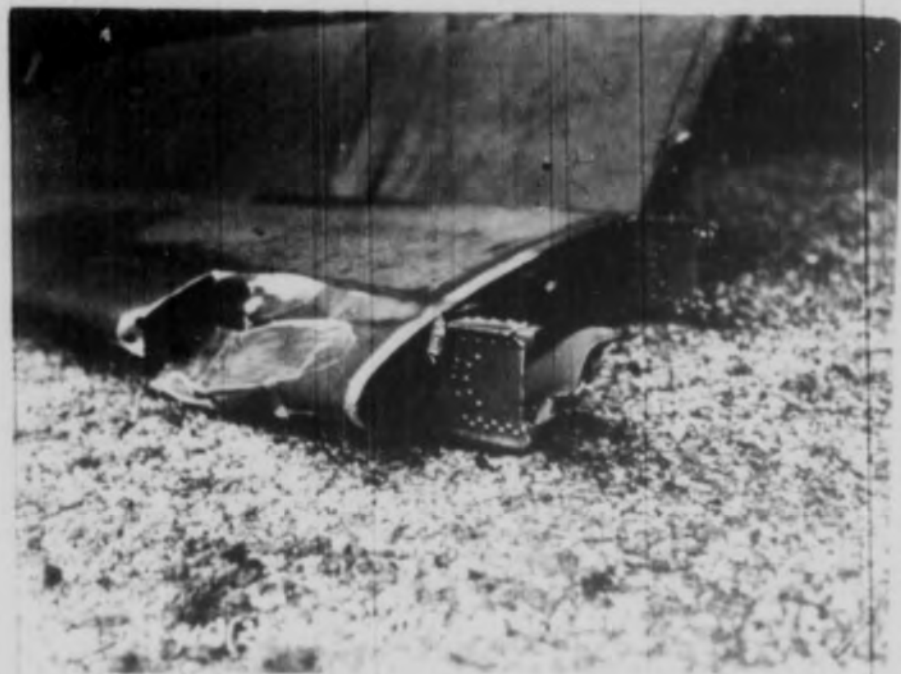
Signature

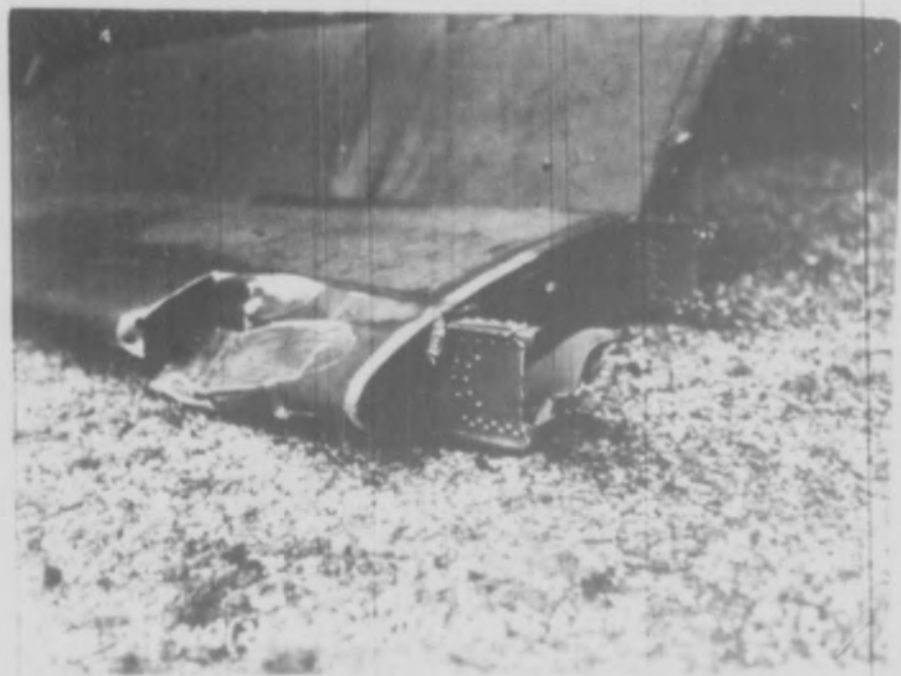
Thomas R. Ford
THOMAS R. FORD, Lt. COL., Air Corps.
John G. Natter
JOHN G. NATTER, Major, Air Corps.
Kenneth T. Roney
KENNETH T. RONEY, Major, Air Corps.

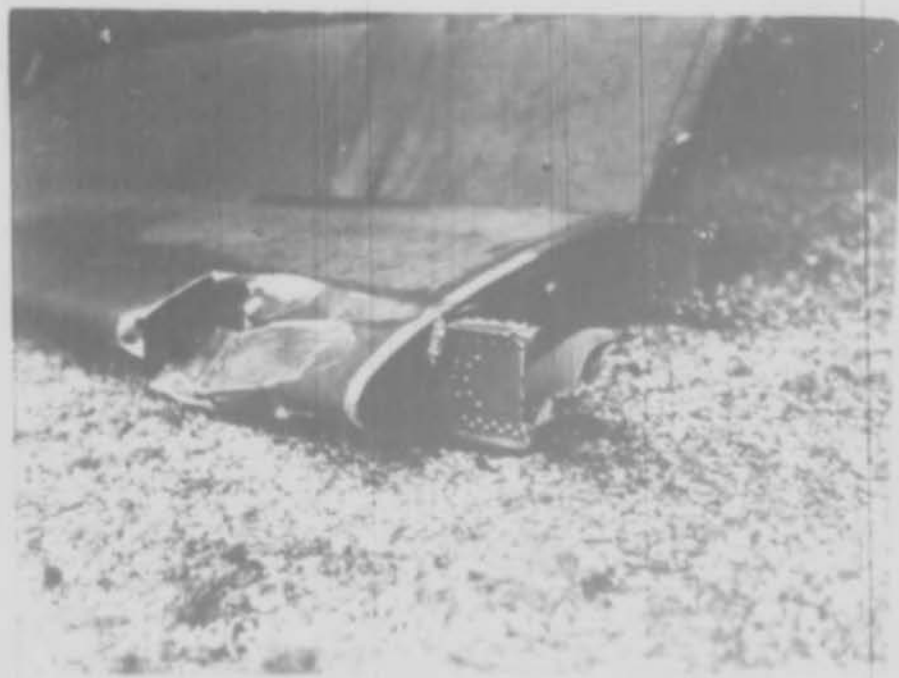
Date 24 May 1944

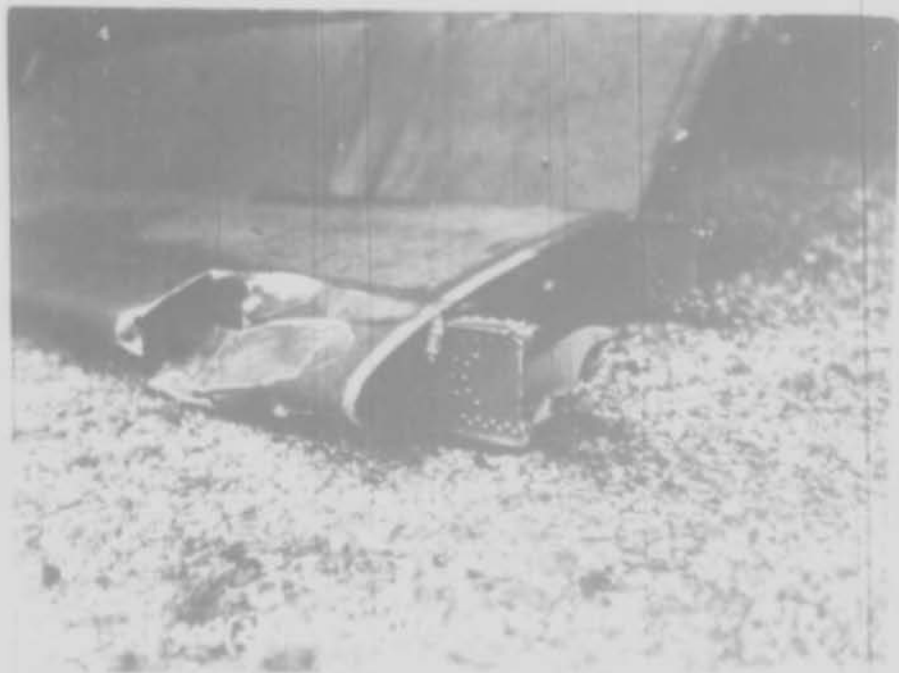
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E - WF - 2

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

APO 140, U. S. Army,
25 MAY 1944.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 with Inclosures (quad-
uplicate) covering accident to aircraft A-293-30, ACSN 43-9696, on
19 May 1944, piloted by 1st Lt. Joseph C. Griepino. 360.33

For the Commanding Officer:



George Schenk
GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

Incl: 1

AAF Form 14 with Inclosures (quaduplicate)

360.33 1st Ind. E-J-2
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. Army, 30 May 1944.

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

Approved.

For the Commanding General:

4 Incls: n/c.

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

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360.33

2nd Ind.

E-SI-12

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 2 June 1944.

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

Report of the Aircraft Accident Committee approved.

For the Commanding General,

26854

C. R. Bireari

C. R. BIREARI
Lt. Col., Air Corps,
Asst. Adj. General.

4 Incls:

n/c (2 cys ea w/d.)

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140,
20 May 1944.

SUBJECT: Statement of Engineering Officer.

TO : Operations Officer, 670th Bombardment Sq (L),
416th Bombardment Gp (L),

1. It is the opinion of this officer that subject airplane A-20G-3000, A.A.F. No. 43-9696, was in excellent mechanical condition. According to form 41B oil consumption was within the normal limits. The discrepancies indicated by a red diagonal were of a minor nature.

2. At the time of the last mission the total time for both engines and airplane was 147:40 hours. On May 17, 1944 subject airplane with 143:20 was inspected by Group Technical Inspector M/Sgt. John N. Smith, and discrepancies noted at that time have been remedied with the exception of a few minor items.

3. The crew personnel assigned to subject airplane are experienced and capable mechanics, and have always performed their duties very diligently.

Robert J. Kehres
ROBERT J. KEHRES,
1st Lt., Air Corps,
Engineering Officer.

Incl #3

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140,
20 May 1944.

SUBJECT: Statement for Crashed Aircraft.

TO : Operations Officer, 670th Bombardment Sq (L),
416th Bombardment Gp (L).

1. Airplane A-20G-3000, A.A.F. No. 43-9696, was in safe mechanical condition to be flown, and all discrepancies were noted on the Form 1A, and Form 41B that existed on subject airplane. All servicing and pre-flight inspections had been performed prior to release of ship for flight, and no mechanical discrepancies noted.

2. All battle damage had been repaired in accordance with IX Bomber Command Memoranda 65-51, dated 13 March 1944.

ARNOLD L. SILVA,
Sgt., Air Corps,
Crew Chief.

Arnold L. Silva

Incl #2

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CONFIDENTIAL

20 May 1944

S T A T E M E N T

On 19 May 1944, upon returning from a combat mission, the formation entered a haze layer at approximately 10,000 feet. My position was #4 in the high flight of the second box.

At approximately 7,000 feet, while letting down through the haze layer, we ran into some dense clouds. A short time after entering the clouds I lost sight of my flight leader. I next saw him somewhat lower and slightly to the right of me. I immediately started a left turn at which time the airplane readily responded to all of the controls. While in the turn, I noted my airspeed as 140 MPH. Before I had time to recover, the flight indicator tumbled and the controls became very sluggish. This condition continued so I called my gunners on the interphone, sounded the abandon aircraft signal on the alarm bell and after receiving no reply to either of these flashed the Gunner call light. The alarm bell was checked before take-off and the interphone had operated O.K. through the entire flight. I never received any reply to any of the signals. After trying to jettison the pilot's hatch by emergency means which did not operate, I opened the hatch manually and left the aircraft over the left wing. At this time the life raft was in its normal position.

Immediately after leaving the aircraft I struck some object, probably some part of the aircraft itself.

/s/ JOSEPH C. CRISPINO
/t/ JOSEPH C. CRISPINO,
1st Lt., Air Corps.

A TRUE COPY

John G. Napier
JOHN G. NAPIER,
Major, Air Corps.

Incl #1

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