

RESTRICTED

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT NO.

40-8-10-5-25
086

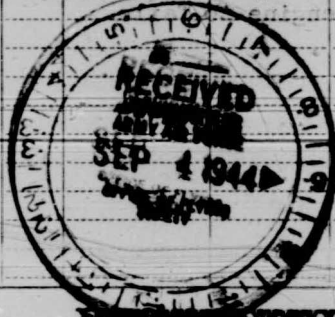
(1) Place 2 miles north Castle Hedingham, Essex (2) Date 10 August 1944 (3) Time 1800 **4**

AIRCRAFT: (4) Type and model A-20G-25 (5) A. P. No. 43-9840 (6) Station AAF Station 170

Organisation: (7) IX BC-Ninth AF (8) 416 Bomb (L) (9) 49 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)
01P	Kenny, James P	Pilot	0-691368	2nd Lt.	201	AC	Ninth AF	None	None
04G	Noteriani, Frank NMI	Gunner	20318628	Sgt	20	AC	Ninth AF	Seriously	None
04G	Spadoni, James K	Gunner	39034142	Sgt	3820	AC	Ninth AF	Seriously	None



(20) Kenny, James (21) 0-691368 (22) 2nd 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) 49 Bomb (L) (28) AAF Station 170
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) - (30) - (31) - (32) -
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 8/10/43 Present rating (35) Pilot (36) 8/10/43 Instrument rating (37) 2/1/44
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type <u>A-20</u>	232150	(42) Instrument time last 6 months	-
(39) This model <u>A-20G</u>	142150	(43) Instrument time last 30 days	-
(40) Last 90 days	98115	(44) Night time last 6 months	-
(41) Total	699125	(45) Night time last 30 days	-

AIRCRAFT DAMAGE

NF AMW 9-8

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W5</u>	Fuselage Torn and buckled
(47) Engine(s) <u>04 04</u>	Sudden Stoppage
(48) Propeller(s) <u>W5 W5</u>	Both propellers bent

(50) Weather at the time of accident Visibility 6 miles - ceiling 1500 to 2000 feet

(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 **0**

(55) Pilot's mission Combat **65**

(56) Nature of accident Crash landing **05**

(57) Cause of accident Left engine failure at low altitude

(58) Has the Form 54 been submitted? Yes. **34**

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

At approximately 1800, 10 August 1944, Lt. J.P. Kenny took off on a combat mission. After completion of a 180° turn in preparation for an ascent through the overcast, his left oil pressure dropped and his left engine cut out. He immediately feathered the engine and advanced his good engine to maximum power. However, he could not hold altitude, and did not have enough altitude to dive and gain airspeed. Consequently, he picked a wheat field and made a single-engine belly landing.

RESPONSIBILITY:

Investigation disclosed that the cylinder head on No. 12 cylinder, left engine, had split and blown off causing the engine to fail.

RECOMMENDATIONS:

None

INCLOSURES: 7

- Inclosure #1 - Statement of Pilot
- Inclosure #2 - Statement of Technical Inspector
- Inclosure #3 - Statement of Medical Officer
- Inclosure #4 - Statement of Engineering Officer
- Inclosure #5 - Statement of Crew Chief
- Inclosure #6 - Unsatisfactory Report
- Inclosure #7 - Photographs

APPROVED:

Theodore R. Aylesworth
THEODORE R. AYLESWORTH,
Lt. Colonel, Air Corps,
Commanding.

Signature *William J. Aung*
WILLIAM J. AUNG, Major, Air Corps.
Kenneth T. Boney
KENNETH T. BONEY, Major, Air Corps.
Richard F. Shaffer
RICHARD F. SHAFFER, 1st Lt., Air Corps.

Date 15 August 1944

RESTRICTED

10 August 1944

S T A T E M E N T

I was number three ship in a three ship formation. After about two minutes of flying I had made a 180° turn to left and was climbing at 190 mph and 400 ft a minute. I noticed the left oil temp. was between 95° - 100°. Left oil pressure was normal and left cylinder head temp. was about 180°. I called the Engineer gunner Spadoni to check left engine. He reported everything normal. I continued to climb at 190 mph, power settings 34" and 2250 rpm. In less than a minute I noticed the left oil pressure had dropped to about 50 lbs and the left oil temp. was 100°. I attempted to call the tower. Altitude was about 1000 ft indicated and airspeed was 190. The left oil pressure then dropped to zero and the engine vibrated and then cut out. I feathered the left engine and advanced throttle and rpm to maximum on right. I trimmed the ship for single engine, altitude was about 800 ft indicated, airspeed was about 150-160, ship in slight nose high attitude. I could not maintain altitude on single engine. I could not see an airdrome so called crew to prepare for a crash landing. I landed the aircraft wheels up in a clearing. Upon touching down hit a small hedgerow, tearing out the bottom of the fuselage from the rear bomb-bay back to bottom hatch. Both gunners were thrown clear of plane when it finally stopped and sustained injuries.

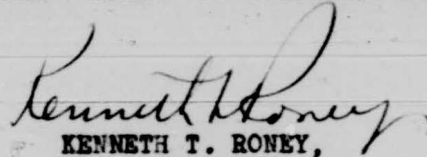
James P. Kenny
JAMES P. KENNY,
2nd Lt., Air Corps,

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S-T-A-T-E-M-E-N-T

Upon examination of A-20G-35, AAF serial No 43-9840, following its crash landing on the evening of 10 August 1944, it was discovered that the cylinder head on No 12 cylinder, left engine, had split and blown off causing the engine to fail. The propeller was in a fully feathered position and further inspection of the engine could reveal no evidence of detonation.

Subject engine, AAF serial No 42-154625, was reconditioned at Rome Air Depot, 23 December 1943, reason unknown. Time prior to overhaul unknown. Time since overhaul 209:35 hours, of which 131:50 hours was combat time. No overboost had been reported by the pilots.


KENNETH T. RONEY,
Major, Air Corps,
Technical Inspector,
416th Bomb Group (L).

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10 August 1944

STATEMENT

Arrived on scene of accident at 1820. The plane, a light bomber, which had crash landed in a field was not on fire. Only a few scattered groups of people were around. About 15 to 20 in all were in groups of 3 to 4.

The pilot, Lt. J.P. Kenny, was the person I spoke to first, and he directed me to the two injured gunners. They were both lying in the field approximately 10 yards behind the plane and to the right (slightly).

The first gunner approached was unconscious, but showed no evidence of injury to the extremities, abdomen, or chest. The only visible signs of injury were to the head, with suffusion of the face and maxillo facial injury. Prepuillary reflexes were good and pulse was good. He was immediately removed to 121st Station Hospital.

The second gunner was conscious and showed deep lacerations of the scalp, occipital and frontal, and a small laceration of the lip. He complained of backache and examination showed excruciating tenderness over the lumbo-sacral region of the spine. Morphine sulphate syrette given as well as two units of plasma. When he improved sufficiently to warrant transport he was evacuated by turning on his abdomen on a Neil Robertson litter.

The gunner with the head injury was lying flat on his back, while the one with a back injury was in a reclining position on his side. The pilot had propped him into that position to make him more comfortable.

/s/ GEORGE J. PEASE
/t/ GEORGE J. PEASE,
Captain, M.C.

A TRUE COPY:

Richard F. Shaffer
RICHARD F. SHAFFER
1st Lt., Air Corps.

Incl. #3, 4

RE

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12 August 1944

S T A T E M E N T

A-20G-35 Airplane, A.A.F. Serial Number 43-9840 was in the best possible mechanical condition prior to its crash 10 August 1944. On the pre-flight inspection, the morning of 10 August 1944, the airplane was found to be functioning properly, and was ready for any mission.

The pilot who flew subject Airplane on the mission prior to its crash reported the Airplane to be "O.K."

Charles H. Stewart
CHARLES H. STEWART,
1st Lt., Air Corps,
Engineering Officer.

RESTRICTED

Incl. #45

12 August 1944.

S T A T E M E N T

On the pre-flight inspection of A-20G-25 Airplane, AAF Serial Number 43-9840, on the morning of 10 August 1944, there were no defects found. Both engines were found to be operating normally, the magnetos were not losing any noticeable RPM, and all engine and flight instruments were found to be operating satisfactorily.

A daily inspection was performed immediately after the pre-flight inspection, and everything was found satisfactory. Both engines were given a through visual inspection and nothing out of the ordinary was noted. The accessory sections of both engines, and the complete airplane was given a through visual inspection, and everything was considered satisfactory.

After completion of the daily inspection, the airplane was considered fit for any mission.

After the first mission, the pilot reported the airplane as "satisfactory". The cuno strainers on both engines were removed as per IX Bomber Command Memorandum 65-32, and were found to be satisfactory. Another visual check was made of the complete airplane, and nothing out of the ordinary was noted. The airplane was again considered fit for any mission.

Elmer W. Mullins
ELMER W. MULLINS
T/Sgt.
Crew Chief.

Incl. #5-6

RFS

WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for Information on Proper Use of this Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No 44-90	DATE SUBMITTED 8-13-44

LEAVE BLANK		
A.S.C. SERIAL No	REFER TO	CLASS

STATION AAF Station 170		ORGANISATION 669th Bomb Sq (L), 416th Bomb Gp (L)	
SUBJECT OF REPORT 02-A Engine	Property Class - Name	Manufacturer Wright Corp.	AAF Order or Shipping No.
AIRCRAFT—Model & AAF Serial No. A-20G-35 #43-9840		ENGINE—Model & AAF Serial No. R-2600-23 #42-154625	
AIRCRAFT REPORTS ONLY LAST D. I. R.—Depot		Date	Flying Time Since
ENGINE REPORTS ONLY LAST OVERHAUL—Depot R.A.D.		Hours Since 209:35	Depots and hours at each Previous Overhaul Unknown
PART Name		Part Drawing, Serial and Specification No.	
Time in Use	Quantity on Hand	Quantity Known Defective	No. of Previous Failures
Indicate by X Disposition of Exhibit		Inspector's No. or Identification	
☒ Photographed and Prints Enclosed	☐ Held for Instructions	☐ Sent under Separate Cover	☐ Sent in Attached Packet
☐ Repaired and Returned to Service	☒ Disposed of (Explain below)	☐ To Overhaul Facility (INITIALS)	

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW
(Use only applicable spaces above—Avoid unnecessary repetition)

EXPEDITE

1. The first indication of subject engine failure, as reported by pilot, was a noted loss in power immediately after take-off and while airplane was still in an attitude of climb. A Sharp increase in oil temperature and cylinder head temperature, as well as a loss in oil pressure, was also observed. The oil pressure continued to drop until it reached "zero", and subject engine failed completely. The propeller was then feathered; however, the airplane lost altitude rapidly, and a "belly" landing in a nearby field was necessary.

A thorough investigation of subject engine was made in the field where the belly landing was made. It was discovered that the head of number twelve (12) cylinder had blown-off; accounting for the loss of power and subsequent engine failure.

2. Total Operational Time: 131:50

3. Total Over-Boost Time: None, as reported by pilots.

4. Recommendations: None

5. Disposition: Subject engine and airplane turned over to 484th Service Squadron for necessary action.

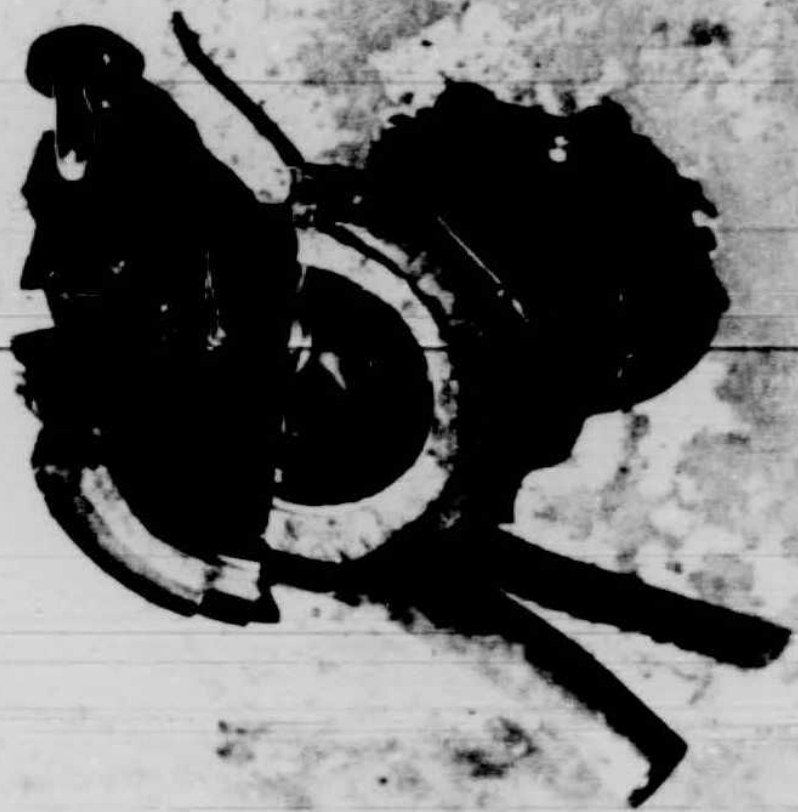
Charles H. Stewart
CHARLES H. STEWART,
1st Lt., Air Corps,
Engineering Officer.

Incl. #8.7

INCL: One (1) Photograph

ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.





Two



(GAD-18-4-416) (10-AUG-44) (CRASH-LANDING)



HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER

APO 140, U. S. Army,
16 August 1944.

SUBJECT: Transmittal of AAF Form 148.

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

1. Transmitted herewith are AAF Form 148 and Inclosures (in quadruplicate) on aircraft accidents listed below.

A-20G-35 43-9840 - Pilot 2nd Lt. James P. Kenny
A-20G-25 43-9358 - Pilot 2nd Lt. John E. Blomgren
A-20G-25 43-9227 - Pilot 2nd Lt. Joseph R. Sparling

For the Commanding Officer:



George Schenkein
GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

Subject: Aircraft Accident A-20G-35 - 43-9840.
360.33 1st Ind.

E-J-4

HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 21 August 1944.

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

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

For the Commanding General:

Richard E. Sanders
RICHARD E. SANDERS,
Brig. Gen., U.S.A.
Chief of Staff.

8 Incls:

- Incl 1 - AAF Form 14 (in trip)
- Incl 2 - Pilot's Statement (in trip)
- Incl 3 - Technical Inspector's Statement (in trip)
- Incl 4 - Surgeon's Statement (in trip)
- Incl 5 - Engineering Officer's Statement (in trip)
- Incl 6 - Crew Chief's Statement (in trip)
- Incl 7 - AAF Unsatisfactory Rpt (in trip)
- Incl 8 - Photos (in trip)



R E S T R I C T E D

Ltr. Hq 416 Bomb Gp (L), subj: Transmittal of AAF Form 14s, dtd 16 Aug 44

360.33

2nd Ind

E-I

HEADQUARTERS, NINTH AIR FORCE (REAR), APO 696, U S ARMY, 29 AUGUST 1944.

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

Report of aircraft accident committee approved.

For the Commanding General:

Harold L. Carter
HAROLD L. CARTER

Lt. Colonel, A.C.D.

Asst. Adj. General.

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

R E S T R I C T E D

Accident No.

15-8-10-525

Date

Checked by

J.M. 9-7-74

Analyzed by

omw

Copied for Wright

Field by

Notes

1225:9-43

525

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND
INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR. 5200.9, Sept. 27, 1958

NWD by JPW date April 16, 1959

MICROFILMED BY

SECURITY AND SERVICES BRANCH

AGO MICROFILMING JOB NR D-482-1

GENERAL SERVICES ADMINISTRATION

MICROPHOTOGRAPHER'S REPORT

1. RECORDS OF (Name of agency and sub-division)

2. BRIEF TITLE OF RECORDS

3. FILM SERIES OR JOB NO.

4. REEL NO.

D 482-9

355

5. STARTS WITH

45-8-10-506

FLASH

6. INTERMEDIATE POINTS

2

3

4

5

6

7. ENDS WITH

45-8-13-11

8. STARTED

9. FINISHED

10. TOTAL HOURS

11. TOTAL IMAGES

DATE

HOUR

DATE

HOUR

4-20-60

9:30

4-20-60

4:15

2486

12. PHOTOGRAPHED BY (Signature of camera operator)

Pauline R. Zehring

13. REPORT APPROVED BY (Signature of supervisor and date)