

MA

**RESTRICTED
CONFIDENTIAL**

ACTION
ROUTING SLIP

45-11-28

5 C

45-11-28-5

Date 21 Dec 1944

B-29 ACCIDENT REPORT

TO: IN TURN
✓ (1) DEPUTY CHIEF

IN: Date 12-22-44 Hour 10:30 am
OUT: Date 12-26-44 Hour 9:20 am

(4) TRAINING AND OPERATIONS

IN: Date 10 Jan Hour 1045
OUT: Date 12 Jan Hour 1300

(2) MATERIEL AND MAINTENANCE

IN: Date 12/26/44 Hour 9:30 A.M.
OUT: Date 1/10/45 Hour 9:00 A.M. 1/10/45

(3) OFFICE OF CHIEF OF REGIONS

IN: Date 10 Jan 45 Hour 10:00
OUT: Date 11 Jan 45 Hour 10:30

(6) ACCIDENT ANALYSIS

IN: Date 13 Jan Hour 0940

(5) MEDICAL SAFETY

CLASSIFICATION CANCELLED OR CHANGED.
TO RESTRICTED HOUR 1600
BY AUTHORITY CONFIDENTIAL HOUR 0930
BY [Signature] DATE 11-6-45 ON

NOV. 21 1945

M & M DIVISION MEMO

REVIEW OF ACCIDENT #45-11-28-5 DATE OF REVIEW 8 Jan 45

MATERIEL BRANCH

Comment:

- 1. Concur in Recommendations 1 and 2.

ACTION TAKEN:

- 1. Corrective Action to provide trained engine crews is being taken at base level as indicated herein.
- 2. Reference the fuel line from engine-driven pump to carburetor, Region Ten has been requested to discuss the matter with ATSC, and report any action being taken toward redesigning of the installation.

MAINTENANCE BRANCH

was

Comment:

ACTION TAKEN:

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O.F.S. Accident No. 45-11-28-5

Type of Aircraft B-29 Pilot Miller, Alan M. Serial No. 42-24578
 Capt.

Date of Accident 28 Nov 1944 Place Kans. - Saline Damage Classification Wreck
 Assaria

Type Accident Fire in Air Fatalities 10 No. Injuries 10 Fatal; 1 Major
4 None

Contributing Factors 10 Proficiency on instruments; 14 Other Pilot Error;
20 Maintenance; 21 Other Crew Members (co-pilot); 23 Supervisory (C.O.);
2-34 Engine Structure (#3 & #2); 1-74 Safety Equipment (Fire Ext.);
80 Weather.

List of Recommendations by A.I.C.I. This board recommends that valve check teams be organized under Maintenance Control and these be the only persons authorized to check valves. (2) Recommend an intense program stressing emergency procedures and frequent bail-out practices. (3) Further recommend that all hose clamps securing the rubber hose to the fuel pump be included in the daily inspection of the aircraft and checked for proper tightness.

List of Recommendations by R.S.O. 1. A list of men thoroughly trained in the checking of valves on the R3350 engine should be made. No others should be allowed then to do this work. Wright representatives at B-29 bases are ready and willing to teach how valves can be checked and worn valve guides found. Their services should be utilized in the compilation of the above-mentioned list. 2. The fuel line on the motor driven pump to the carburetor should be re-designed. The suggestion here is that it be enclosed in a flexible metal tube with brass fittings at each end. 3. Squadron Commanders and Directors of Training should personally check with their operations officers to see that each crew has received both instruction and drill in "bail out" of the B-29. They should also make spot checks of crews themselves to see if the proper training and drill have been accomplished. It is not enough to say that it is the A.C.'s responsibility; an inspection should be made to see that this responsibility ~~is being discharged~~ has been discharged. 4. Further training must be given to B-29 pilots in two and three-engine operation.

TPO COMMENTS BY DEPUTY CHIEF: *more proof for the necessity of emergency drill procedures.*
 Action Taken: *Wright in note. 10/28*

Training and Operations *Request has been made to accident analysis for a compilation of all B-29 BOMM's & RSO recommendations. On Training and operations and will be incorporated into findings of B-29 survey ad.*

CONFIDENTIAL

Training and Operations (Cont'd)

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Medical Safety - Currently

working up a study of D-29 accidents. This study should indicate whether the accident situation which occurred in this accident is a common or rare.

Chief of Regions

Noted -

Accident and Analysis

Chief, OFS

CONFIDENTIAL

4058-2:10-44775

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, I.N.C.

DATE 12/4/44 OFFICE

THIS CIRCULATION SLIP WILL REMAIN WITH AND BECOME A PART OF THE PERMANENT RECORD
INFORMAL REPLY MAY BE MADE UNDER REMARKS, ALSO ON REVERSE SIDE, TURNING BOTTOM EDGE

TO	FROM	INITIALS	TO	FROM	INITIALS
	CHIEF FLYING SAFETY			1944 DEC 1 SAFETY EDUCATION	13:16
	DEPUTY CHIEF, FLYING SAFETY			MEDICAL SAFETY	
	PLANS & ORGANIZATION			✓ CHIEF OF REGIONS	
	PROGRAMS & REQUIREMENTS			MATERIAL & MAINTENANCE	
	BUDGET & FISCAL			TRAINING & OPERATIONS	
	SAFETY ENFORCEMENT		✓	May Thadley ACCIDENT ANALYSIS 5049	
	ADMINISTRATIVE SERVICES			SQUADRON "A"	
	PERSONNEL (MILITARY)(CIVILIAN)			CLASSIFIED RECORDS	
	SUPPLY & SERVICES			MAIL & RECORDS	
	OFFICE SERVICES			FLIGHT RECORDS	
	REPRODUCTION				

ACTION DESIRED

NECESSARY ACTION
COMMENT & FORWARD
REPLY

ATTENTION:

COORDINATION
INITIAL
RETURN

SIGNATURE
INFORMATION
DISPATCH

45-11-28-5

Omni

B-29

11/28
G. C. Luce
30 November 1944

33611-162

HQ AAF OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

COMMANDING GENERAL, AAF
WASHINGTON 25, D. C.

ATTN: FLYING SAFETY

Rup
I
TPB/lh

PRELIMINARY

AFAPS 1523 M PD FOLLOWING/TELEPHONE REPORT ON B-29 NO. 42-24578, 28 NOVEMBER, 1944, SIX MILES SW OF SALINA AAF, KANSAS COLON QUOTE ARMY 42-24578 TOOK OFF AT 1815, 28 NOV FOR A LOCAL INSTRUMENT AND TRANSITION FLIGHT PD IT CLIMBED TO 4700 FEET WITHOUT DIFFICULTY PD THE CEILING AT THIS TIME WAS APPROXIMATELY 850 FEET AND THE TOP WAS ABOUT 5000 FEET INDICATED PD AFTER REACHING THE TOP OF THE OVERCAST, NO. THREE STARTED RUNNING EXTREMELY ROUGH AND IS REPORTED TO HAVE BACKFIRED, THE BACKFIRING BEING AT INTERVALS OF FIVE SECONDS PD THE PILOT THEN FEATHERED NO. THREE ENGINE AND ASKED FOR A CLEARANCE TO MAKE A LETDOWN AND LAND AT SALINA PD FROM THIS POINT THERE WAS SIX OR SEVEN MINUTES OF NORMAL THREE ENGINE OPERATION AND THE PILOT STARTED HIS DESCENT PD THE TOWER ASKED WHAT HIS LOCATION WAS AND HE WAS UNABLE TO STATE DEFINITELY WHERE HE ACTUALLY WAS LOCATED PD AFTER THE DESCENT WAS STARTED THE NO. TWO ENGINE WAS REPORTED TO BE ON FIRE AND THE PILOT IMMEDIATELY GAVE AN ORDER TO PREPARE TO BAILOUT PD HOWEVER NO ORDER TO BAILOUT WAS ACTUALLY GIVEN PD THE PILOT IS ALSO REPORTED TO HAVE LEFT HIS SEAT AND STOOD IN THE COCKPIT ASKING FOR HIS PARACHUTE AND HIS PARACHUTE COULD NOT BE FOUND PD THE COPILOT WAS ALSO SUFFERING FROM PANIC AND WAS OF VERY LITTLE HELP PD THE AIRPLANE AT THIS TIME WAS APPROXIMATELY 2500 TO 3000 FEET ABOVE THE GROUND PD THE GEAR WAS LOWERED AND THE CREW STARTED TO BAILOUT PD THE NAVIGATOR, THE BOMBARDIER, ONE GUNNER AND INSTRUCTOR RADIO OPERATOR AND THE ENGINEER MADE SUCCESSFUL JUMPS PD FATAL FOR ALL THE OTHER MEMBERS OF THE CREW PD THE SCENE OF THE ACCIDENT INDICATED THAT THE

490

103-

SHIP STRUCK IN ALMOST A VERTICAL POSITION AND IT IS VERY PROBABLE THAT IT WAS SOMEWHAT
INVERTED INDICATING THAT IT WAS COMPLETELY OUT OF CONTROL AT TIME THAT CONTACT WITH
THE GROUND WAS MADE PD THE BOEING ENGINEER SAID THAT THE FLAPS WERE DEFINITELY UP PD
THERE WERE FIFTEEN MEN ABOARD THE SHIP PD PILOT HAD 1600 HOURS IN THE AIR OF WHICH
700 HOURS WAS FOUR ENGINE TIME AND 56 HOURS AS FIRST PILOT ON B-29 PD COPILOT HAD
335 HOURS OF WHICH ABOUT 35 HOURS WAS FOUR ENGINE TIME PD THEY ARE MAKING A
DISASSEMBLY OF THE ENGINES PD THE AIRCRAFT BLEW UP AND BURNED PD UNQUOTE SIGNED BALL
END

PRICE

Certified By:

THOMAS P. BALL, Lt Col, AC
Chief of Regions

430

104-

4233

ada
ada
Boyer
Jules

RECEIVED
1944 NOV 21 27
HQ. A. A. F.
FLT. CONTROL COMD.

A57

WA442 11

QHT UAT WAR

UAWS MOV V WCS NR84H

P

FROM RODIECK CO SMOKYHILL AAF SALINA KANS 301923Z

TO CG AAF WASHINGTON D C

CG AAF WINSTON SALEM N C ATTN CHIEF OF FLYING SAFETY

GNC

SAL ES 1281 PERIOD

SUPPLEMENTAL B-29 42 DASH 24578 SMOKY HILL ARMY AIR FIELD SALINA KANSAS

28 NOVEMBER 44 PILOT ALAN M MILLER PD

E INSTRUCTOR BOMBARDIER EDWARD T CHARLES JR 1ST LT 0670002 PD

247TH AAF BU SECT E 17TH BOMB TRAINING WING 2ND AIR FORCE SMOKY

HILL ARMY AIR FIELD SALINA KANSAS PD PARACHUTE USED UNSUCCESSFULLY

CMA FATAL

F FIRE IN AIR CMA NUMBER THREE ENGINE FEATHERED BEFORE ATTEMPTING

DESCENT THROUGH OVERCAST IN ATTEMPT TO RETURN TO FIELD PD DURING

DESCENT CMA FIRE WAS NOTICED IN NUMBER TWO ENGINE CMA ORDER WAS

GIVEN TO ABANDON SHIP PD SHIP COLLIDED WITH GROUND

L SEVERAL TREES BURNED WHERE AIRCRAFT HIT GROUND PD VEHICLE TRACKS

ACROSS WINTER WHEAT FIELD WHERE CRASH EQUIPMENT PROCEEDED TO ACCIDENT

PD

1953Z

11-281-5

COPY
LOG NO. 4064

AA ✓
INT

29 NOV 44

ADM NET

A34

FROM RODIECK CO SMOKYHILL AAF SALINA KANSAS 290427Z

TO CHIEF FLYING SAFETY WINSTONSALEM NCAR

SAL EL 1201 PERIOD

GRNC

A 28 NOVEMBER 1944 PD 1840 CWT CMA APPROX 6 MILES SSW OF SMOKY HILL ARMY
AIR FIELD SALINA KANSAS

B B-29 42-24578 CMA 247TH AAF BASE UNIT 17TH WING 2ND AIR FORCE CMA COM-
PLETE WRECK CMA SURVEY /

C PILOT ALAN M MILLER CAPTAIN 0412870 PD 60TH BOMB SQDN VH 39TH BOMB
GROUP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE CMA
SMOKY HILL AAF SALINA KANSAS FATAL 4

D SAME

E CO-PILOT- LEWIS S PHILLIPS 2ND LT CMA 0830911 PD 60TH BOMB SQDN VH
39TH BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE
CMA SNOKS HILL AAF SALINA KANSAS FATAL

NAVIGATOR - WILLIAM F BARTHEL CAPTAIN 0725841 PD 60TH BOMB SQDN VH 39TH
BOMB GP V H 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE
SMA SMOKY HILL AAF SALINA KANSAS NO INJURY CMA PARACHUTE USE
SUCCESSFULLY

BOMBARDIER - WILLIAM J BENNETT 1ST LT 0734870 PD 60TH BOMB SQDN VH 39TH
BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE
CMA SMOKY HILL AAF SALINA KANSAS PARACHUTE USE SUCCESSFULLY MAJOR
INJURY

45-11-28-5

B-29
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39 BVG
7379

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AERIAL ENGINEER - PERRY F SHOPE T/SGT 19018071 PD 60TH BOMB SQDN 39TH
BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE CMA
SMOKYHILL AAF SALINA KANSAS PARACHUTE USE SUCCESSFULLY NO INJURY
RADIO OPERATOR - JOHN J MCCAULEY PVT 37611279 PD 60TH BOMB SQDN VH 39TH
BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE
CMA SMOKYHILL AAF SALINA KANSAS FATAL
CENTRAL FIRE CONTROL - JOHN E NANDINO CPL 39568287 PD 60TH BOMB SQN
VH 39TH BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR
FORCE CMA SMOKY HILL AAF SALINA KANSAS FATAL
LEFT GUNNER- LESLIE P FRIES CPL 20365244 PD 60TH BOMB SQDN VH 39TH BOMB
GROUP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE CMA
SMOKY HILL AAF SALINA KANSAS FATAL
RIGHT GUNNER - JOHN H CAVIN CPL 31370021 PD 60TH BOMB SQEN VH 39TH
BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2DN AIR FORCE CMA
SMOKY HILL AAF SALINA KANSAS FATAL
RADAR OPERATOR- EARL J GILBERT CPL 33515150 PD 60TH BOMB SQDN VH 39TH
BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2DN AIR FORCE
CMA SMOKY HILL AAF SALINA KANSAS FATAL
TAIL GUNNER - ENRI G GARNIER CPL 31369380 PD 60TH BOMB SQDN VH 39TH
BOMB GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE CMA
SMOKY HILL AAF SALINA KANSAS PARACHUTE USE SUCCESSFULLY NO INJURIES
INSTRUCTOR BOMBARDIER - EDWARD T CHARLES JR 1ST LT 0670002 PD 247TH AAF
BU SECT E 17TH BOMB TRAINING WING 2ND AIR FORCE SMOKYHILL AAF SALINA KANS
FATAL
INSTRUCTOR GUNNER - RALPH C DEMOSS CPL 1485328 PD 247TH AAF BU SECT
E 17TH BOMB TRAINING WING 2ND AIR FORCE SMOKYHILL AAF SALINA KANSAS
FATAL
INSTRUCTOR RADIO OPERATOR- VICTOR M VANDERPOOLE S/SGT 17076460 PD

247TH AAF DU SEC E 17TH BOMB TRAINING WING 2ND AIR FORCE SMOKY HILL
AAF SALINA KANSAS PARACHUTE USE SUCCESSFULLY NO INJURIES

AFCE - JOHN W ANDERSON ⁷SGT 37198752 PD 62ND BOMB SQDN VH 39TH BOMB
GP VH 314TH COMBAT WING 17TH BOMB TRAINING WING 2ND AIR FORCE CMA
SMOKY HILL AAF SALINA KANSAS FATAL

F FIRE IN AIR CMA NUMBER FOUR ENGINE FEATHERED CMA NUMBER TWO ENGINE
BURST INTO FLAMES WHILE DESCENDING THROUGH OVERCAST CMA SHIP WAS UNABLE
TO MAINTAIN ALTITUDE PD PILOT GAVE INSTRUCTIONS TO ABANDON SHIP CMA
PLANE COLLIDED WITH GROUND AND EXPLODED AND WAS TOTALLY DESTROYED BY
FIRE PD

G ENGINE FAILURE CMA EXACT CAUSES UNDETERMINED PD

H NONE

I CLEARANCE WAS LOCAL INSTRUMENT PRACTICE

J INSTRUMENT PRACTICE AND LANDINGS FOR CO PILOT UNDER DIRECTION OF
AIRPLANE COMMANDER PD

K OVERCAST OF STRATO CUMULUS MEASURED AT 2100 FT MSL CMA VISIBILITY
4 MILES WITH RESTRICTIONS DUE TO HAZE CMA SURFACE WIND NORTH NORTHWEST
22 MPH

L UNKNOWN

M AFACG NOTIFIED

END

~~NF~~
~~A-4~~

NF
A-4

FROM RODIECK CO SMOKY HILL AAF SALINA KANS 301923Z
TO COMMANDING GENERAL AAF WASHINGTON, D. C.

SAL ES 1281 PERIOD

SUPPLEMENTAL B-29 42 DASH 24578 SMOKY HILL ARMY AIR FIELD SALINA KANSAS
28 NOVEMBER 44 PILOT ALAN M MILLER PD

E. INSTRUCTOR BOMBARDIER EDWARD T CHARLES JR 1ST LT 0670002 PD
247TH AAF BU SECT E 17TH BOMB TRAINING WING 2ND AIR FORCE SMOKY
HILL ARMY AIR FIELD SALINA KANSAS PD PARACHUTE USED UNSUCCESSFULLY
CMA FATAL

F. FIRE IN AIR CMA NUMBER THREE ENGINE FEATHERED BEFORE ATTEMPTING
DESCENT THROUGH OVERCAST IN ATTEMPT TO RETURN TO FIELD PD DURING
DESCENT CMA FIRE WAS NOTICED IN NUMBER TWO ENGINE CMA ORDER WAS
GIVEN TO ABANDON SHIP PD SHIP COLLIDED WITH GROUND

L. SEVERAL TREES BURNED WHERE AIRCRAFT HIT GROUND PD VEHICLE TRACKS
ACROSS WINTER WHEAT FIELD WHERE CRASH EQUIPMENT PROCEEDED TO ACCIDENT PD

REC'D AAF MC NOV 302058Z

DISTRIBUTION

AFS PMP TAS RWX PPA TAG DMA AMC CST DMO TAI MSC DCO-3

110. AAF-OFFICE
OF FLYING SAFETY
R. & S. DIVISION

1944 DEC 4

10:37

686

~~B-29~~

COMMUNICATIONS SECTION

1944 DEC 1 AM 8 34

RECEIVED

28 Nov 44
Miller, Alan M.

B-29
42-24578

RESTRICTED

*Acc.
anal.*

BRIEF OF REPORT RECEIVED BY INTELLIGENCE BRANCH
OFFICE OF CHIEF OF REGIONS

STATION	Smokey Hill AAB, Kansas
PLANE	B-29, #42-24578
PILOT	Capt. Allen M. Miller
DATE	28 November 1944
TYPE	Accident
RESULT	Complete wreck.
NATURE	Improper setting of exhaust valves.
REPORT STATES	<p>"Inspection of dismantled #2 and #3 engines of subject plane after crash revealed evidence of very poor maintenance. A number of the exhaust valve stems were extremely loose in the stem guides and that such looseness would probably cause the engine to backfire. Heavy deposits of carbon were found in the rocker boxes on the #2 and #3 engines which normally give little trouble. In the #3 engine, the #3 intake and exhaust valve adjusting screw lock bolts were found loose.</p> <p>"Interview with the crew chief revealed that he was assigned to subject plane during the three days immediately prior to subject crash. He advised that he had had very little experience with subject plane and knew practically nothing about the B-29 airplane. He could give no information about the proper handling or inspecting of the Wright engines on the B-29 and he had no knowledge of proper maintenance procedure."</p>
REFERENCE	000.2811
BRIEFED BY	Norman F. Lane, Capt., AC

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