

HEADQUARTERS
SMOKY HILL ARMY AIR FIELD
Salina, Kansas

FWR/rbc

5 December 1944

CONFIDENTIAL
SUBJECT: Aircraft Accident Report.

TO: COMMANDING GENERAL, Army Air Forces, Winston-Salem, North
Carolina.
Attention: Chief, Flying Safety.

1. Submitted herewith Army Air Force Form #14 and allied papers pertaining to Aircraft Accident of B-29, No. 42-24578, which took place six (6) miles South Southwest (SSW) of Smoky Hill Army Air Field, Salina, Kansas, 28 November 1944.

Ralph W. Radick
RALPH W. RADICK
Colonel, Air Corps
Commanding.

21 Incls:

- Incl 1 - AAF Form No. 14 - Aircraft Accident Report.
- Incl 2 - Attachment to Section G, Paragraph 10 - Statement of Engineering Officer
- Incl 3 - Attachment to Section M, Paragraph 2 - Description of the Accident.
- Incl 4 - Attachment to Section M, Paragraph 3 - Action Taken
- Incl 5 - AAF Form No. 23 - Aircraft Clearance.
- Incl 6 - Form F, Weight and Balance Clearance.
- Incl 7 - 39th Group Local Aircraft Clearance.
- Incl 8 - Statement of Flight Engineer.
- Incl 9 - Statement of Bombardier.
- Incl 10 - Statement of Navigator.
- Incl 11 - Statement of Radio Operator.
- Incl 12 - Statement of Tail Gunner.
- Incl 13 - Statement of Station Weather Officer.
- Incl 14 - Statement of Briefing Officer (Weather).
- Incl 15 - Statement of Control Tower Operator.
- Incl 16 - Statement of Civilian Witness.
- Incl 17 - Statement of Civilian Witness.
- Incl 18 - Statement of SHAAF Fire Marshal.
- Incl 19 - Air Inspector's Investigation of Form 41B.
- Incl 20 - Air Inspector's investigation of Communications Maintenance Forms.
- Incl 21 - Photographs of accident.

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HEADQUARTERS ARMY AIR FORCE
OFFICE OF FLYING SAFETY
WINSTON-SALEM 1, N.C.

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HEADQUARTERS OFFICE
OF FLYING SAFETY

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 UP.

TO FROM INITIALS TO FROM DEC 16 15:24 INITIALS

	CHIEF FLYING SAFETY				SAFETY EDUCATION	
	DEPUTY CHIEF, FLYING SAFETY				MEDICAL SAFETY	
	PLANS & ORGANIZATION			X	CHIEF OF REGIONS	EJH
	PROGRAMS & REQUIREMENTS				MATERIAL & MAINTENANCE	
	BUDGET & FISCAL				TRAINING & OPERATIONS	
	SAFETY ENFORCEMENT			X	ACCIDENT ANALYSIS	Maplebury 5324
	ADMINISTRATIVE SERVICES				SQUADRON "A"	
	PERSONNEL (MILITARY)(CIVILIAN)				FLIGHT RECORDS	
	SUPPLY & SERVICES				CLASSIFIED RECORDS	
	OFFICE SERVICES				MAIL & RECORDS	
	REPRODUCTION					

ACTION DESIRED:

NECESSARY ACTION
COMMENT & FORNARD
REPLY

ATTENTIONS: Major Claffey

COORDINATION
INITIAL X
RETURN
SIGNATURE
INFORMATION
DISPATCH

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1268:11-44078

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET.

TALLY NO.	
FILE NO.	

HO SAFETY OFFICE
SAFETY SAFETY

SUBJECT: Aircraft accident investigation, B-29, 42-24578, Brantles Southwest of Smoky Hill Army Air Base, 28 November 1944. Based at Smoky Hill AAF, Salina, Kansas

TO: Chief, Safety Region Seven, OPS, Kansas City, Missouri 15 DEC 1944

FROM: Major Russell A. Potter, RSO, Safety Region Seven

COMMENT NO. 1
RAP/lcl/Ha 0914

1. Subject aircraft accident report is herewith submitted.
2. In compliance with recommendation Number 1, subject report, a valve check team was formed as outlined in the report. To correct trouble referred to in recommendation Number 2, all aircraft were grounded for inspection of fuel lines. This comprises the corrective action taken in the field.

Russell A. Potter
 RUSSELL A. POTTER
 Major, Air Corps
 Regional Safety Officer

Incl-
Rpt w/attachments as listed.

TO: Office of Chief of Regions, OPS, Winston-Salem, N. C.

DATE 11 December 44

FROM: Chief, Safety Region Seven, OPS, Kansas City, Mo.

COMMENT NO. 2
REC/mat/Ha 0014

1. Concur with recommendations.
2. Reference Recommendation No. 2, a letter has been written to Commanding General, Second Air Force, reference lack of "bail out" drill on B-29 type aircraft by flight personnel and has also been taken up personally with General Hegenberger, Chief of Staff.
3. Reference Recommendation No. 4, this has been taken up with Chief of Staff, General Hegenberger, for action and a letter to Commanding General, Second Air Force, follows.
4. Attention is invited to action taken in the field by Regional Safety Officer.

Franklin Churchill
 FRANKLIN CHURCHILL
 Lt. Colonel, Air Corps
 Chief, Safety Region Seven

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HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY

REGIONAL SAFETY OFFICER'S REPORT
AIRCRAFT ACCIDENT INVESTIGATION

SAFETY REGION SEVEN

1. REPORT SUBMITTED BY: Major Russell A. Potter, R.S.O.
2. DATE SUBMITTED: 7 December 1944
3. DATE OF ACCIDENT: 28 November 1944
4. TIME OF ACCIDENT: 1840 CWT
5. LOCATION OF ACCIDENT: 8 miles Southwest of Smoky Hill Army Air Field,
Salina, Kansas
6. AIRCRAFT: Type: B-29 ACSN: 42-24578
7. HOME STATION: Smoky Hill Army Air Field, Salina, Kansas
8. ORGANIZATION: Second Air Force, 17th Wing, 247 AAF BU (VH)
9. RESULTS TO AIRCRAFT: Complete wreck
10. HISTORY OF AIRCRAFT & ENGINES: Army 42-24578 was a Boeing-Wichita airplane, purchased 2 July 1944 and assigned to Smoky Hill Army Air Field, Salina, Kansas. The aircraft had a total of 317:00 and had never been overhauled. (See attached Form "F" for weight and balance data.)

The Form 41B indicated that fuel pressure on engine Number 2 ran high and that the only corrective action was the bleeding of the line. The fuel pump itself was not checked. The subsequent entries indicate that the fuel pressure continued to run high (see attached extracts from Form 41B). Other entries from Form 41B not considered material.

100 octane fuel was used.

No Technical Order non-compliance concerning the airplane is material.

Engine Number 1, R3350-23-A, AAF DW200497, was manufactured by Dodge and purchased 1 June 1944. It had a total of 292:00 and had never been overhauled. 54-

Engine Number 2, R3350-23-A, AAF DW200488, was manufactured by Dodge and purchased

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2 June 1944. It had a total of 317:00 and had never been overhauled.

Engine Number 3, R3350-23-A, AAF DW220360, was manufactured by Dodge and purchased 2 June 1944. It had a total of 317:00 and had never been overhauled.

Engine Number 4, R3350-23-A, AAF 42-84415, had been overhauled at OCASC. It had a total of 105:15 since overhaul. The last 100-hour inspection was accomplished on this airplane.

11. PILOT: Allan M. Miller, Captain, O-412870
12. HOME STATION: Smoky Hill Army Air Field, Salina, Kansas
13. ORGANIZATION: Second Air Force, XXI BC, 314th Wing, 39B VH Group
14. PILOT HISTORY: Captain Miller had primary training at Ontario, California, basic training at Randolph Field, Texas, advanced two-engine training at Barksdale, four-engine transition at Lockbourne, and B-29 transition at Alamogordo. Flying time is as follows:

Total pilot time:	1623:00	QD and CP time:	211:10
Total four engine time:	733:00	Total B-29 time:	55:15
QD time B-29:	55:10	Flying time in missions	
Total 4-engine:	1000:00	this type at SHAAF:	15:35
Time last 90 da:	55:15	Time last 30 days:	42:40
Total instrument time:	303:15		
Instrument time last 6 mos:	11:35	Night time last 6 mo:	
Instrument time last 30 da:	6:00		23:25
Night time last 30 days:	18:10		
15. CO-PILOT: Lewis S. Phillips, 2nd Lt., O-830911
16. HOME STATION: Smoky Hill Army Air Field, Salina, Kansas
17. ORGANIZATION: Second Air Force, XXI BC, 314th Wing, 39B VH Group
18. CO-PILOT HISTORY: Lt. Phillips had primary training at Lafayette, basic training at Walnut Ridge, Arkansas, advanced training at Stuggart, Arkansas, four-engine transition at Lockbourne. He was rated pilot 23 May 1944:

Total pilot time:	387:40
Total pilot time last 90 days:	47:15
Total time this type:	148:45
Total time this model:	13:55
Total instrument time:	20:50
Total instrument time last 6 months:	0:00
Total instrument time last 30 days:	0:00
Total night time last 30 days:	6:10
Total night time last 30 days:	1:00

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19. RESULTS TO CREW: Pilot: Allan M. Miller, Capt., 2AF, O-412870
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Co-pilot: Lewis S. Phillips, 2nd Lt., 2AF, O-830911
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Navigator: William P. Barthel, Capt., 2AF, O-725841
Organization: XXIBC, 314th Wing, 39B (VH)
Results: No injury

Bombardier: William J. Bennett, 1st Lt., 2AF, O-734870
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Major injury

Instructor Bomb: Edward T. Charles, Jr., 1st Lt., 2AF, O-670002
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Flight Engineer: Perry F. Shoppe, T/Sgt., 2AF, 19018071
Organization: XXIBC, 314th Wing, 39B (VH)
Results: No injuries

Radio Operator: John J. McCullay, Sgt., 2AF, 37611279
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Gunner: John E.ardino, Cpl., 2AF, 39568287
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Gunner: Leelle P. Fries, Cpl., 2AF, 20365244
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Gunner: John H. Corin, Cpl, 2AF, 31370021
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Radar Operator: Earl I. Gillbert, Cpl., 2AF, 33515150
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Gunner: Henri S. Garner, Cpl., 2AF, 31369380
Organization: XXIBC, 314th Wing, 39B (VH)
Results: No injury

Mechanic-AFCE: John W. Anderson, Sgt., 2AF, 37198752
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

Instructor Gunner: Ralph C. Demoss, Cpl., 2AF, 14065328
Organization: XXIBC, 314th Wing, 39B (VH)
Results: Fatal

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Instr. Radio Operator: Victor M. Vanderpoole, S/Sgt., 2AF, 17076460
Organization: XXIIBG, 314th Wing, 39B (VH)
Results: No injury

20. NARRATION OF EVENTS: Army 42-24578 took off from Smoky Hill Army Air Field 1817, 28 November 1944, the mission being a local instrument and transition flight. The aircraft circled the field and then at 800 feet, started a climb through the overcast. During the climb Number 3 engine ran rough and after breaking through at approximately five thousand feet, the Number 3 engine was feathered and level flight accomplished. Six or seven minutes of successful three-engine operation was accomplished and then Number 2 engine caught on fire.

Crew reports indicate that at the time Number 2 engine caught on fire the co-pilot became panicky, staring straight ahead and giving no assistance in the flying of the airplane. The pilot left his seat, standing on the flight deck giving orders to the crew, calling to the tower, and yelling for his parachute. The tower operator reported that he overheard an instruction from the pilot to abandon ship. The crew reports that an order to "prepare to bail out" was given but no order was ever made to jump. Those in the forward cabin scampered for their parachutes; the engineer attempted to maintain some order and assist crew members out. At this time the airplane flew out of control, the airspeed varying from 120 to 220 miles per hour, the airplane rolling and yawing, climbing and diving. At 1840, the time when the tower overheard the pilot instruct the crew to abandon ship, the position of the aircraft was requested, but the pilot did not know. Ten seconds later the tower observed the aircraft bursting into flames as it struck the ground approximately seven miles southwest of the field.

21. INVESTIGATION DISCLOSED:
1. Weather was ~~not~~ a contributing factor in this accident. ~~The airplane was above the overcast at the time of engine trouble.~~ Ceiling was 800 feet; visibility five miles. The top of the overcast was approximately 5000 feet indicated, icing conditions existed in the overcast. (See attached weather reports and crew statements.)
 2. The aircraft had 5600 gallons of gasoline aboard at the time of warm-up. Its gross weight was 114,270 pounds. (See attached Form "F".) 57-

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