

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and abbreviation number.

FIELD OFFICER—DO NOT USE THIS SPACE	ACTION	DATE	TYPE, MODEL AND SERIES	ACCIDENT NO.
	PRELIMINARY REPORT RECEIVED	7-8		
	FORM 14 RECEIVED	7-20		
	EVALUATED BY			
	VERIFIED BY			
	CHECKED BY			
CODED BY	SAH	8-6	NO. AIRCRAFT INVOLVED	

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. Ohio River, 3 miles N.E. Vevay, Kentucky Ind.	Nearest Army Airfield, Distance and Direction from Same. Madison A. A. F. 20 miles N. W.
2. WAS COLLISION WITH OTHER AIRCRAFT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	AF Nos. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) 44-30746 (1 Aircraft)
DATE 7-8-45	GROUP NO. AND TYPE 1059CWT
<input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT	

Section B—AIRCRAFT

1. AIRCRAFT No. 44-30746	2. TYPE MODEL SERIES B-25 J 44	3. HOME STATION Godman Field, Kentucky.
4. AIR FORCE OR COMMAND 1st	SUBCOMMAND IBC	WING
GROUP NO. AND TYPE 477th Composite Group		SQUADRON 618th Bomb Sq (M)
5. DATE OF MANUFACTURE 2-20-45	TOTAL HOURS 312:30 plus	DATE LAST OVERHAUL None
OVERHAULING DEPOT OR SUB-DEPOT None		HOURS SINCE OVERHAUL 312:30 plus
6. (Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for non-compliance)		

Section C—OPERATOR (Person at controls at time of accident)

1. LAST NAME BLACK	FIRST NAME Samuel	MIDDLE INITIAL A.	GRADE 1st Lt.	BRANCH Air Corps	ASN O-817595	SEX M	AGE 23
2. ATTACHED STATION Godman Field, Kentucky	AF OR COMMAND 1st	SUBCOMMAND IBC	WING	GROUP NO. AND TYPE 477th Composite	SQUADRON 618th Bomb Sq		
3. ASSIGNED STATION Godman Field, Kentucky	AF OR COMMAND 1st	SUBCOMMAND IBC	WING	GROUP NO. AND TYPE 477th Composite	SQUADRON 618th Bomb Sq		
4. AERONAUTICAL RATING <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	PARENT RATING Pilot	DATE RECEIVED 5-12-43	6. NORMAL DUTY STATUS Pilot				

Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)

FLYING TIME	1st PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	Fill in items 8 and 9 only if operator was student in training or trained pilot in CAS, OTU, etc.		10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES Completed Pilot School, Tuskegee, Alabama 5 December 1943
1. TOTAL HOURS 863:05	338:20	525:15	8. TRAINEE CLASS NO. AND SCHOOL, OTU, CCTS, ETC. OTU		
2. HOURS THIS TYPE 641:05	338:20	302:45	9. PHASE AND HOURS IN THIS PHASE		
3. HOURS THIS MODEL 321:15	229:25	91:50	PHASE Training	DUAL OR COPILOT Dual	
4. HOURS LAST 30 DAYS 52:30	52:30	1:00	11. INSTRUMENT RATING		If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in items 13 through 17.
5. HOURS LAST 90 DAYS 16:40	16:40	0	TYPE FORM 8 White	DATE 5-21-45	
6. HOURS LAST 24 HOURS 3:25		3:25	LAST CHECK STATION Gdm Fld Ky	DATE 5-21-45	
7. ACTUAL COMBAT HOURS 0	0	0	12. Was operator on instruments at time of accident or immediately before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		13. TOTAL—INSTRUMENT
					14. INSTRUMENT LAST 6 MON.
					15. INSTRUMENT LAST 30 DAYS
					16. NIGHT, LAST 6 MON.
					17. NIGHT, LAST 30 DAYS

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

DUTY AT TIME OF ACCIDENT (1)	NAME (Last Name First) (2)	TYPE OF AERO. RATING (3)	SERIAL No. (4)	GRADE AND BRANCH OF SERVICE (5)	PERS. CLASS. SYMBOL (AAF Reg. 15-1) (6)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION (7)	FATAL MAJOR MINOR NONE MISSING UNKNOWN (8)	PARACHUTES				
								USED (9)	NO (10)	YES (11)	NO (12)	
P	BLACK, Samuel A.		O-817595	1st Lt. AC	18	Pilot, FAF, 477th Composite Group, Godman Field, Kentucky	Fatal	X				
CP	FULLIAM, Glenn W.		T-66410	F/O AC	17	CP same	"	"				
NB	HOTLOSS, Stephen		O-2075599	2d Lt. AC	18	NB same	"	"				
E	GRICE, Isiah		36828150	Cpl. AC	38	E "	None	"				
G	GLIBONS, Napoleon B.		34900990	Pvt. AC	38	G "	Major	"				

**Section F—DAMAGE**

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT Station 0 to 70 torn completely away from the aircraft.  
Station 210 to 650 (bottom section) torn away.  
Empennage completely torn away from the aircraft.

2. TO ENGINES 1 left reduction gear box torn away. 2 rt. reduction gear box torn away.

3. TO PROPELLERS 1 left prop torn away, complete loss. 2 right prop torn away, complete loss.

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)  
None

**Section G—POWER PLANT FAILURE**

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF  
HOURS                      MINUTES

	(1)	(2)	(3)	(4)
2. ENGINE MODEL				
3. ENGINE NO.				
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL	NOT APPLICABLE			
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL				
6. TOTAL ENGINE-HOURS				
7. PROPELLER MODEL				
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

Pilot and Co-Pilot killed in crash.

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

Engineer aboard aircraft, reported no mechanical failure and stated that engines were in perfect operating condition at the time of crash.

11. OCTANE RATING OF FUEL  
100 Octane

ENGINEERING OFFICER (Name, Grade, and Station)  
ROBERT L. SMITH, E. O. 477th Composite Group, Godman Field, Kentucky

**Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL**

(Use this section if materiel failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

NOT APPLICABLE

ENGINEERING OFFICER (Name, Grade, and Station) →

**Section I—SPECIAL EQUIPMENT**

(Use this section if special equipment—parachutes, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)

1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

NOT APPLICABLE.

**Section J—AIRPORT AND FACILITIES AND AIRWAYS**

(Use this section if the airport or its facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

NOT APPLICABLE

**Section K—WEATHER (This must be signed by weather officer of the reporting station)**

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT? **High scattered clouds. Visibilities ranging 6 miles in haze to 12 miles. Surface winds southerly 5 mph.**

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

NOT APPLICABLE

DI

WEATHER OFFICER (Name, Grade, and Station) →

*Robert M. Puer, 1st Lt. A.C. Godman Field, Ky*

**Section L—GENERAL INFORMATION**

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

Investigation revealed that the Co-Pilot was the operator at the time of the accident, from the right seat (co-pilot seat). Both the Pilot and Co-Pilot attempted to recover the aircraft after it struck water but to no avail.

2. WHAT WAS THE MISSION?

Bombing and Low Altitude Cross Country Round Robin **4**

3. DID FIRE OCCUR UPON CRASHING?

YES  NO

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

Yes. Investigation revealed that the pilot was cleared to fly on a low level mission at a minimum altitude of 100' above terrain. It was further revealed that subject aircraft was observed flying below prescribed altitude in violation of Operations Order 149, par 1, 618th Bomb Sq (M), 477th Composite Gp., Godman Field, Kentucky and AAF Reg 60-16D, dtd 20 Sept 44.

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

NONE (Pilot and Co-Pilot killed in the accident).

6. KIND OF CLEARANCE (Attach Form 53)

Local Clearance

FROM

Bombing

OR LOCAL

STATION OF LAST DEPARTURE

Godman Field-Hayes Range-Dayton, O., Gdm Fld.

Gdm Fld Ky

7. IF UR FORM 34 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE

NONE

No.

None ✓

DATE

None

EXPLAIN FULLY AND ATTACH COPY

NOT APPLICABLE

386

3-  
Local

I certified Form 1A is stated. Form 1 is not stated due to records in plane lost.

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HEREIN?  YES  NO

9. ARE PHOTOS ATTACHED?  YES  NO

Section M—DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN

Investigation revealed that the aircraft flew from Godman Field, Kentucky to Hayes Bombing Range, discharged its bombs and then proceeded on a low cross country altitude two (2) ship formation with the co-pilot taking over as operator from the co-pilot's seat. The engineer reported upon reaching the vicinity of Madison, Indiana, that the co-pilot began let down to lower levels from approximately 1000'. Let down was continued to such a low altitude that the wingman decided to pull away from the formation at which time he noted water spray from the lead ships propellers as he pulled away. At this time the engineer reported he was making an entry on the Form 1A, and then he suddenly noted (looking out of the window) a bridge in the rear of them that apparently was passed under by his aircraft considering the low altitude at which they were flying. Approximately five (5) minutes later, the engineer heard a splashing noise and immediately braced himself. Then looking up at the Pilot and co-pilot, both were trying to recover the aircraft after having struck the water. Attempts to recover the aircraft were unsuccessful, thereby it hit the water and sunk. At this point, the wingman had completed his circle and was back at the scene of incident, noting individuals in the water. He then dropped his life raft for their rescue, however, the survivors were rescued by civilians in the area.

3 - C  
07  
17  
21

2. RECOMMENDATIONS That emphasis be placed on the wearing of the shoulder harness by pilots and co-pilots on all flights in all B-26's at this station.  
Re-emphasize the importance and strict adherence to flying regulations to all flying personnel at this station.

366

3. ACTION TAKEN Inspections are now being conducted to see that all B-26 aircraft at this station are equipped with shoulder harnesses, and in cases where no provisions have been made for installation of harnesses, steps are being taken to have them installed. Pilots have been briefed on the wearing of the shoulder harness and the importance of same, with the urgency of strict compliance.

- 4 -

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.		STATION: 477th Composite Gp, Godman Field, Kentucky.	
NAME—PRESIDENT CASSIUS A. HARRIS, III	NAME—MEMBER DANIEL JAMES JR	NAME—INTELLIGENCE OFFICER JAMES A. G. GRANT, JR	
GRADE Captain	ORGANIZATION 477th Composite Gp	GRADE 1st Lt.	ORGANIZATION 477th Composite Gp
NAME—MEMBER CLARENCE C. JARVIS	NAME—MEMBER VANCE H. MANCHINAS, JR	NAME—MEMBER ROBERT L. SMITH	
GRADE Captain	ORGANIZATION 118th AAF. B. U.	GRADE Major	ORGANIZATION 477th Composite Gp
		GRADE Captain	ORGANIZATION 477th Composite Gp

Statement of CHARLES H. HUNTER, 1st Lieutenant, Air Corps,

On Sunday, 8 July 1945, Lieutenant Black was assigned to lead a flight of three (3) B-25J's on a skip-bombing and minimum altitude formation mission. Lieutenant Black was the pilot of ship #746, mine was #768 and Lieutenant Hawkins was assigned to ship #094. After taking off, I joined #746 and flew on his right wing. Ship #094 developed hydraulic failure on take off and returned to the field leaving two (2) ships in the formation with Lieutenant Black flying #746 in the lead. The formation proceeded to the Hayes School Range. We dropped our bombs and I rejoined Lieutenant Black at 2000 feet over the range.

The navigator of #746, Lieutenant Hotesse then informed me by radio that we would proceed to Cincinnati at low altitude, following the Ohio River to destination. We proceeded in formation at low altitude on a course that intercepted the river and then flew toward destination at a very low altitude. At this time, the Co-pilot of the lead ship was at the controls and as far as I am able to ascertain, was piloting the aircraft through on the entire trip.


The formation seemed to be flying too low as we passed to the right of Madison, Indiana and up the river channel and not being able to judge my altitude above the ground and since the Co-pilot of the lead ship was at the controls, I broke away from the lead ship gaining altitude and increasing the distance between our wings. I kept the lead ship in sight noticing that I could not tell the difference between the ship and its reflection on the water which was very bright due to brilliancy of the water. Suddenly I saw water spraying from behind the props of #746 and immediately that ship passed from my sight because my left wing hindered my vision. My window was open and above my engine ~~noise~~ noise I could hear the engines of #746 roar as if they were running away or as if the props had become detached. I immediately climbed higher and on turning and looking back I saw the lead ship in the water, nose down with the tail section severed from the rest of the plane. Parts of the plane were scattered in the neighborhood and I thought I saw three (3) men swimming in the water. I circled the scene for about five minutes dropping a life raft and first aid kits while surface crafts came to the wreckage and when the ship had disappeared and it took three (3) minutes to sink and there was no one left in sight in the water. I flew back to my base alone and reported the accident.

*Charles H. Hunter*  
CHARLES H. HUNTER,  
1st Lt., Air Corps.


Statement of Coporal Isiah Grice, Air Corps.

I, Coporal Isiah Grice, 36826160, was engineer on Aircraft #746. We took off from Godman Field, Kentucky, at approximately 0815. We flew to the bombing range and dropped six (6) bombs, leaving the bombing range, proceeded to fly low altitude formation.

We began let down from about 1000' in the vicinity of Madison, Indiana and continued let down. I then turned in the engineers' compartment with my back to the pilot and co-pilot to make a remark on the Form 1-A. Suddenly I looked back and saw a bridge that we had apparently passed under considering our low altituded. We were still letting down when the aircraft scrapped the water. The co-pilot and pilot tried to pull the aircraft up after it struck the water, but was not successful in their attempt. From this point on I don't recall anything until I realized I was on top of the water clinging to a cushion.

  
For ISIAH GRICE,  
Coporal, Air Corps,

Sworn and subscribed to  
before me this 14 day  
of July 1945

  
CASSIUS A. HARRIS, III  
Captain, Air Corps,  
Group Assistant Air Inspector (Technical)  
477th Composite Group,  
Godman Field, Kentucky.

- 8 - 326