HEADQUARTERS
455TH BOMBARDMENT GROUP (H), AAF,
APO 520, U. S. Army.

10 March 1945

SUBJECT: Transmittal of Records.

TO : Group Air Inspector.

1. In compliance with Fifteenth Air Force Memorandum 120-5, dated 9 July 1944, transmitted herewith is the Aircraft Accident Report, AAF Form 14 and inclosures on B-24J number 42-51938.

2. Subject report was completed and ready for signature within report time limit, but was lost by Aircraft Accident Board. Personnel of this board was also changed which accounts for the long delay in transmittal.

George E. McCord

GEORGE E. MC CORD,
Major, Air Corps,
Operations Officer.

1st Ind. H-JNL-1

Headquarters, 455th Bomb Group, Office of the Air Inspector, APO 520, US Army, 10 March 1945.

TO; Chief, Flying Safety, AAF, Winston-Salem, North Carolina.

Forwarded.

James N Luttrell

JAMES N. LUTTRELL,
Major, Air Corps,
Air Inspector.

AAF Form No. 14 | WAR DEPARTMENT | Accident No. 45-1-19-5-33
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

3-19-45 Y785-8 19-015

(1) Place San Giovanni Field (2) DATE 19 Jan 1945 (3) TIME 1450
Aircraft: (4) Type and Model B-24J Da (5) A.F. No. 42-51938 (6) Station APO 520,
Organization: (7) 15th AF (8) 455th (Group) BH (9) 740th (Squadron) Y785
Comand & AF 15

PERSONNEL

Duty (10)	NAME Last name first (11)	AF Com. (11)	Rating (12)	Ser No. (13)	Rank (14)	Pers Class (15)	Branch (16)	Result to Personnel (18)	Use of Para. (19)
P	FANE, GABRIEL W.	15AF	P	0825814	1st Lt	18	AC	Major	No
CP	KEPPLER, MERVIN A.	"	CP	0826590	2nd Lt	18	"	Minor	"
N	LIVINGOOD, JAMES P.		N	T-129960	F/O	17	"	"	"
R	POLSKY, NATHAN		R	02056824	2nd Lt	18	"	"	"
E	POTASH, MARTIN D.		E	32757944	T/Sgt	38	"	"	"
R	VALUSKA, DAVID		R	39045779	T/Sgt	38	"	"	"
AE	BOSCHING, HERBERT		AE	14190713	S/Sgt	38	"	"	"
G	MACHUGA, JOHN E.		G	33711607	S/Sgt	38	"	"	"
G	JACOBSON, WALDO E.		G	39920181	S/Sgt	38	"	"	"
G	HARDISON, HERSHEL H.		G	38564062	S/Sgt	38	"	"	"
F	ROHRER, CARL E.		F	15060389	S/Sgt	38	"	Major	"

(1)

(20) FANE, GABRIEL W. (21) 0825814 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First) (Mid Init) (Ser No) (Rank) (Pers C.) (Branch)
Assigned (25) 15th AF (26) 455th BH (27) 740th (28) APO 520, US ARMY
(Command and AF) (Group) (Squadron) (Station) Y785
Attached for flying (29) (30) (31) (32)
(Command & AF) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 3/12/44 Present rating (35) P (36) Same Inst rating (37) Pilot (2)
(Rating) (Date) (Rating) (Date)

First Pilot Hours: ar- T.O-1
(at the time for this accident)

(38) This Type	281:45	(42) Inst time last 6 months	4:00
(39) This model	274:05	(43) Inst time last 30 days	0:00
(40) Last 90 days	161:10	(44) Night time last 6 months	22:45
(41) Total	~~281:45~~	(45) Night time last 30 days	0:00

props. - 2 AIRCRAFT DAMAGE NF

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft					A Complete Wreck
(47) Engine(s)	4	4	4	4	
(48) Propeller(s)					

(50) Weather at the time of accident CAVU BE

(51) Has the pilot flying on instruments at the time of accident No
(52) Cleared from San Giovanni (53) To Secret (54) Kind of clearance Combat (1)

(55) Pilot's mission Combat (1)

(56) Nature of accident Overshot on Landing.
IIID

(57) Cause of accident Engine Failure

05-17-34-39-80

Prepared WPB 4-45

CLASSIFIED

Sisty

DESCRIPTION OF ACCIDENT

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

On 19 January 1945, GABRIEL W. FANE 0825814, 1st Lt., Air Corps, crashed landed B-24J No. 42-51938 approximately three (3) miles south of San Giovanni, Italy. Lt. Fane returned early from a combat mission with number 1 engine feathered. At the time the pilot attempted to land there was a 70 degrees cross wind from the right of approximately 15-20 miles per hour. Ceiling and visibility were unlimited. The control tower warned the pilot of the cross-wind.

Lt. Fane made an extremely high approach to the runway crossing the near end of the runway with approximately 200 feet of altitude. The pilot overshot but brought the aircraft within 10 feet of the runway approximately two thirds of the distance down the runway. At this point the pilot attempted to go around. The landing gear was retracted and flaps were raised to the 10 degree position (see photograph attached). As the pilot attempted to go around number two engine failed. The pilot then crash landed the aircraft straight ahead.

The pilots mistakes were:

(1) Approach made with far too much altitude making it practically impossible to land the aircraft by the tim e the middle of the runway was reached.

(2) Failure to correct sufficiently for wind drift.

(3) Flaps were raised too soon thereby causing the aircraft to sink.

Responsibility for this accident is placed as follows:

Pilot error 50 percent.
Weather conditions (strong cross wind) 25 percent.
Mechanical Failure 25 percent.

(III D 05-17-34-37-80)

Signature Francis C. Doring
FRANCIS C. DORING, Major, AC
George E. McCord
GEORGE E. MC CORD, Major, AC
Irving Beeke
IRVING BEEKE, Captain, AC

Date 7 March 1945

740TH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer

22 January 1945

SUBJECT: Accident Report.

TO : Whom it may concern.

1. On January 19, 1945 we ground checked ship No. 938 and found the ship satisfactory on the engine runup and magneto check. There was noted excessive oil leakage from the breather of No. one (1) engine, on take-off for the mission to Yugoslavia. No. one (1) engine read 270°.

2. At ten thousand feet No. two (2) supercharger ranaway and I found that it would remain stable at 28-30" of manifold pressure. I instructed the engineer to change the amplifier, and turned back the compensating screw to a minimum on the electronic selector. No aid was acquired by this procedure. I continued on the mission with No. two (2) set at 28" and was able to stay with the formation until we were about cross the Adriatic. Since I was pulling a high manifold pressure 38-40" and 2400 RPM's on the other engines we watched them carefully, particularly No. one (1) engine since I had been warned by a lineman that the engine would fail very shortly. We began to lag behind and I had the bombardier salvo two of our eight bombs into the Adriatic Sea. Shortly thereafter the oil temperature on No. one (1) engine rose steadily to 130°C at which time the oil pressure fell off and the engine was feathered when the pressure reached 50#. We attempted to remain with the formation by juggling power settings and flaps but after ten minutes of falling further behind and losing altitude we set course for the base, at this point, about 25-30 minutes from the target. We salvoed the balance of our bombs in the Adriatic.

3. On the final approach at base, I was unable to set the plane down safely mainly due to a strong crosswind, although I was also coming in high because of the feathered engine. I decided to go around and called for half flaps, applied full power to No. three (3) and four (4) and eased No. two (2) up a little at which point No. two (2) ran away again. I pulled the throttle back, had the gear raised, airplane retrimmed and started to ease No. two (2) throttle back up to about 30". I was flying the plane at about twenty (20) feet off the ground building up-flying speed when the co-pilot, Lt Eppler pointed out telephone poles just ahead. I raised the plane over the lines and suddenly No. two (2) turbo ran away again and engine completely failed with the prop windmilling and No. three and four (4) sounded as if they were detonating. The plane immediately started to lose altitude and seeing a clear field ahead, I decided to land at once. I called for the copilot to cut off all switches. I gave a chrash landing over the interphone, and landed the plane in a tail-low manner, gear up, approximately three miles south of the field.

Gabriel W. Fane
GABRIEL W. FANE,
1st Lt., Air Corps.
Pilot.

740TH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer

22 January 1945

SUBJECT: Accident Report.

TO : Whom it may concern.

1. On Friday morning January 19th the pilot, co-pilot and myself ground checked plane No. 938 and found it satisfactory except for excessive oil leakage thru oil breather of No. one (1) engine.

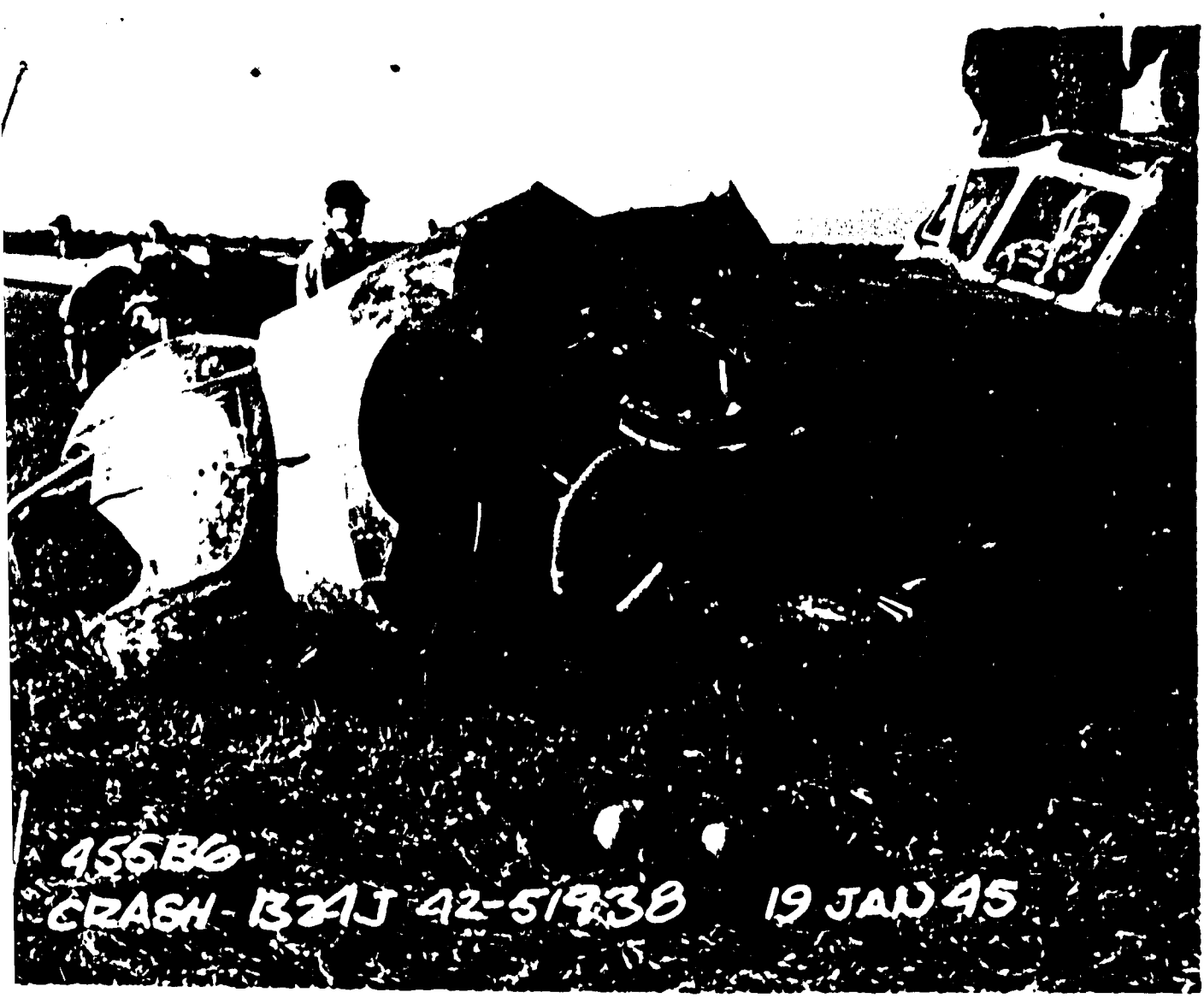
2. We took off OK with cylinder temperature on No. one (1) engine reading 270° to 280° on take-off operation of engines. Continuing on our mission we climbed to 10,000 feet and here out No. two (2) supercharger ran away, but was usable not in excess of 30" of manifold pressure. Climbing to altitude and flying towards our target our No. one (1) engine oil temperature increased steddily. Cylinder head temperature increased gradually and oil pressure dropped. At this point the engine was feathered with oil pressure reading 55# oil, temperature 120° to 130°, and cylinder head temperature about 280° - 290°. Juggling power settings and flaps the pilot attempted to stay with the formation but with no. two (2) engine pulling partial power we were unable to stay with the formation and returned to the base.

3. Coming in for a landing with wheels down and locked and 40° of flaps the pilot attempted to land but changed his mind and called for the "Go around" procedure of 20° flaps and gear up at the same time giving full power to No. three (3) and No. four (4) engines, but easing No. two (2) throttle up and again the supercharger ran away pulling over 30" of manifold pressure. The pilot eased No. two (2) but flying at a very low altitude he pulled up the plane to clear wires at the same time giving a little more power to No. two (2) engine but it failed and here pilot called for "switches off", and "Crash positons" to copilot and crew respectively. We Crashlanded and evacuated all personnel as soon as possible.

Martin D. Potash
MARTIN D. POTASH,
T/Sgt., Engineer.

NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
FANE, Gabriel W.	B-24J	45-1-19-533

CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN


455BG
CRASH - B24J 42-51938 19 JAN 45


465BG
CRASH B24-J 42-51938 19 JAN 1945


455BG.
CRASH B24-J 42-51938 19 JAN 1945


455 BG
CRASH B24-J 42-51938 19 JAN 1945