

Accident No. 20-19-373

Date

Checked by Edm

2 B 45

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

924710-44675

NAME Pennell

AIR FORCE & COM. 8

GROUP NO. 100

GROUP TYPE 14

AIRCRAFT CODE 1

371018-00 OFS

DESCRIPTION OF ACCIDENT

(This narrative of accident should include statement of responsibility and recommendations for action to prevent repetition)

Lt. Ivan Rosenbaum was pilot on a Group practice Mission on January 4, 1945. The Mission had been completed, and the Squadron was brought over the field to peel off. Flying on the left wing of the lead aircraft, Lt. Rosenbaum was first to peel off of the formation.

The formation had just descended from altitude, and temperature changes had caused his cabin windows to be covered with frost. Visibility was almost completely restricted. Side windows were opened in an attempt to clear the moisture, and to allow greater vision.

The turn off the base leg was high. At a point approximately one-third down the runway, the aircraft stalled to the left. Dropping from approximately twenty-five feet, the left wing struck the ground first. Almost immediately the left wheel struck and buckled, causing the aircraft to swerve tightly to the left in a 180 degree turn before coming to a stop just off the runway.

The pilot states that flames came immediately from the left wing and the bomb-bay. The co-pilot cut the fuel shut-off switches and the mixture controls before leaving through the navigator's escape hatch. The pilot cut magneto switches, and left through the co-pilot's window.

This board finds the accident cause to be 100% pilot error.

The pilot used poor judgement when he decided to attempt the landing despite the heavily frosted windshields, which offered practically no forward vision. The crash occurred when he misjudged his height, and stalled the aircraft too high above the ground.

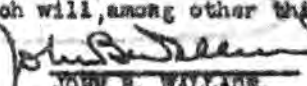
Another aircraft (not participating in the formation landing) was at normal interval ahead of Lt. Rosenbaum's aircraft, but "went around" just before touching the ground. Propwash from this source was partially dissipated and blown clear of the runway by a crosswind, but is not considered a major contributing factor in the accident which occurred just afterwards.

The exact place at which the fire started has not been determined, but it is believed the crash ruptured gasoline lines in the engine. The rapidity with which the fire spread suggests that some part of the collapsed gear punctured one of the tanks. Although the master switch was not cut, the board assumes the gasoline was ignited when it came in contact with the hot exhaust manifolds.

Investigation has failed to determine exactly how number four propeller became feathered. All engines were operating normally when the aircraft hit the ground. It is the opinion of the board that the co-pilot accidentally pressed the feathering button when he reached up to turn off the fuel shut-off switches immediately after the ship came to a stop.

The obvious advantages in putting the master switch under these circumstances has been pointed out to all concerned.

The windshield icing, which contributed greatly to the accident has been a serious danger in the past. Adequate heating systems appear to be the only satisfactory solution. Practically all persons directly concerned with this aircraft are aware of this deficiency, and are working on a reliable heater, which will, among other things, alleviate this trouble.


JOHN S. WALLACE,
Major, Air Corps,
President.


DAVID K. LYMAN, JR.,
Major, Air Corps,
Member.


JOHN S. ROBINSON,
Captain, Air Corps,
Member, (Investigating Officer)

Inclosures (Four) - Exhibits.

1. Inclo.- "A" Photographs (quint.)
2. Inclo.- "B" Flying Control Officer's Statement
3. Inclo.- "C" Pilot's Statement
4. Inclo.- "D" Convening authority

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HEADQUARTERS
ONE HUNDREDDTH BOMBARDMENT GROUP (H), AAF
Office of the Operations Officer
APO #559

12 January 1945

SUBJECT: Pilot's Statement of Aircraft Accident of 4 January 1945.

TO : President, Aircraft Accident Committee, AAF Station 139.

1. I was flying in the pilot's seat of aircraft #43-38523 on 4 January 1945. We were on a high altitude Group Practice Mission. My aircraft was in the #3 position of the lead flight; and was the first aircraft in the formation to peel off in landing at the home base. During descent, frost and ice formed on the inside of the glass in the cockpit. I opened the windows and used the prescribed method of getting rid of the ice, but was unable to do so. I had to use my open window to see for the landing. I made a normal approach and saw another aircraft ahead of mine in the process of landing. I thought that he had plenty of time to land, so I concentrated on landing. I was too high on my approach, so I cut my throttles and put the nose down in order to make the field. I was having considerable difficulty in seeing the ground because of the condition of the windows. The engineer was calling out the airspeed. I believe that the aircraft was approximately 20' above the runway and flying at 115 MPH when I felt the left wing fall out from under me as we were "stalling out". The plane had high R.P.M. so I immediately applied full throttles, but to no avail. The left wing dug into the ground, ground-looped and number 1 and 2 engines caught fire. The aircraft mentioned above which had been in the process of landing ahead of us, took off. I believe that we caught his prop wash. To the best of my recollection, my aircraft was approximately 1/3 the way down the runway when the left wing dug into the ground.

2. Immediately after the crash the entire crew left the plane. The copilot and I were burned about the face as we attempted to leave the plane via the open windows. The copilot used the navigators' escape hatch & I left thru the copilot's window. We were the only members of the crew that were injured.

Ivan W. Rosenbaum
IVAN W. ROSENBAUM,
2nd Lt., Air Corps,
Pilot.

EXHIBIT "C"

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G-A-2

HEADQUARTERS ARMY AIR FORCE STATION NO. 139
APO 559

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3 January 1945

Special Orders)
Number.....3)

1. Pvt Edward P Butler, 34331208, 349th Bomb Sq, is promoted to the gr of Private-First-Class (Temp), eff this date. (AR 615-5).
2. Sgt Harvey J Lehman, 35550406, 351st Bomb Sq, is promoted to the gr of Staff Sergeant (Temp), eff this date. (Auth: AR 615-5.)
3. Par 7, SO#2, this Hq os, is revoked.
4. In accordance with Par 1, Part 6, AAF Regulation No. 62-14A, as modified by Section 3, 8th AF Memo 60-2 and USSTAF Reg No. 62-1, 4 Nov 44, the following named Officers are appointed a permanent Aircraft Accident Committee for this station. The first-named officer is designated as Aircraft Accident Officer:

MAJ JOHN B WALLACE, 0388897, AC	Hq 100th Bomb Gp
MAJ MARVIN S BOWMAN, 0474852, AC	Hq 100th Bomb Gp
MAJ DAVID K Lyster, JR., 0393149, AC	350th Bomb Sq
MAJ GEORGE O EMERSON, 0382947, MC	Hq 100th Bomb Gp
CAPT EDWARD D WOOTEN, 0792087, AC	418th Bomb Sq
CAPT JOHN S ROBINSON, 0426428, AC	Hq 100th Bomb Gp
1ST LT ELLIS D PIKE, 0873991, AC	18th Wea Det 139

5. VOCO, this Hq, 30 Dec '44, as follows: "PAC Par 2, sub-par 13, AR 35-1480, 10 Oct 42, the foll-named Officers, orgns indicated, having been found physically disqualified for all flying duty, are suspended fr dy involving flying, eff this date:

	<u>ORGN:</u>
F/O SALVATORE ANZALDI, T-124485, AC	351st Bomb Sq
2D LT ANTHONY B DeSILVIO, 02059003, AC	418th Bomb Sq"

is hereby confirmed and made a matter of record. The exigencies of the service precluded the issuance of written orders in advance. (AR 35-4890).

6. The foll named EM, 350th Bomb Sq, are promoted to the gr of Private-First-Class (Temp), eff this date: (AR 615-5).

Pvt Richard C Bissell, 38484713 Pvt Angelo G Frudakis, 39111794
Pvt Robert L McRae, 39027718

7. A sk lv of absence for a period of seven (7) days is granted F/O MARVIN BERG, T-4569, 350th Bomb Sq, eff o/a 4 Jan '45. (AR 605-115).

8. 1ST LT WILLIAM H TITLEY, 0555630, AC, 351st Bomb Sq, WP fr AAF Sta 139 to London, RUAT Lt Col Ben Lyons 28 Grosvenor Sq, on TD for a period not to exceed two (2) days, for purpose of carrying out the instructions of the CO. CTRS. While in the London Area O will contact Billeting O, CBS, 5 North Audley St., who will provide govt billets. Govt messing facilities are available at Grosvenor House and at 44 Grosvenor Sq. TCNT. .DN, FD 60-136 P 432-02 A-212/50425. Rail or GNV. (PAC Ltr Hq STOUA 24 May 44). O will report to Lt Col Lyons prior to 1100 hrs 5 Jan 45.

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EXH IBIT "B"

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SO#3, Hq AAF Sta 139, APO 559, U.S. Army, 3 January '45, Cont'd;

9. A sk lv of absence for a period of five (5) days is granted the foll-named Officers, 349th Bomb Sq, eff o/a 4 Jan '45; (AR 605-115).

1ST LT RAYMOND L HEIRONIMUS, JR., 0827437, AC 2D LT GEORGE E. GEISS, 0723054, AC
1ST LT GLEN H PEAVY, 0822794, AC F/O RAYMOND A DECKER, T-125711, AC

10. The foll named EM, 456th Sub-Depot, WP GMV fr AAF Sta 139 o/a 4 Jan '45 to Blythe Bridge, on TD for a period not to exceed three (3) days, for purpose of COCO. CTRS.

Sgt Raymond H Wilson, 17089096

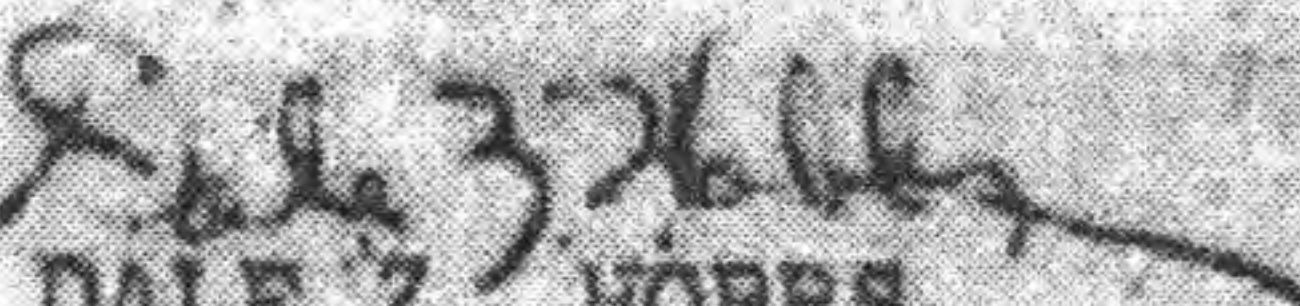
Sgt James L Bolen, 32455620

FD will pay EM for subs & qrs while traveling on dy & while at TD Sta in accordance with Cir 63 ETOUSA 44, as amended. TONT. TDM. 60-136 P 432-02 A 212/50425. (Auth: Ltr Hq ETOUSA 24 May 44).

By order of Colonel JEFFREY:

HORACE L. VARIAN, Jr.,
Major, Air Corps,
Station Adjutant.

OFFICIAL:


DALE Z. HOBBS,
Captain, Air Corps,
Ass't Adjutant.

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FLYING CONTROL SECTION: STATION 139
APO #559

4 January 1945

SUBJECT: Aircraft Accident Concerning One B-17G 338523-F
of the 351st Bombardment Squadron (H), 100th
Bombardment Group (H).

TO : Chairman, Aircraft Accident Committee, Station
139, APO #559.

1. Time of Accident:
1055 hours 4 January 1945
2. Pilot:
2d Lt IVAN W. ROSENBAUM O-558724 of the 418th
Bombardment Squadron (H), 100th Bombardment
Group (H).
3. Synopsis of Accident:
Aircraft was landing on runway 28 returning
from a routine practice mission. Lt Rosen-
baum made a very high approach and seemed
to slip off on his left wing from about 150
feet. The aircraft crashed and burned in
front of the tower.
4. Injuries:
Several of the crew had minor burns.
5. Damage:
Aircraft completely destroyed.

James E. Pound
JAMES E. POUND
1st Lt., Air Corps
Duty Flying Control
Officer

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EXHIBIT "B"

[illegible]

[illegible]



EXHIBIT "A"

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