

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 subsection number.

|                                    |                         |                       |                        |                          |
|------------------------------------|-------------------------|-----------------------|------------------------|--------------------------|
| FIELD OFFICE—DO NOT USE THIS SPACE | ACTION                  | DATE                  | TYPE, MODEL AND SERIAL | ACCIDENT NO. 44-1-2,6012 |
|                                    | PRIMARY REPORT RECEIVED | 1-26                  |                        |                          |
|                                    | FORM 14 RECEIVED        | 2-8                   |                        |                          |
|                                    | EVALUATED BY            |                       |                        |                          |
|                                    | VERIFIED BY             |                       |                        |                          |
|                                    | CHECKED BY              |                       |                        |                          |
| CODED BY                           |                         | No. AIRCRAFT INVOLVED |                        |                          |

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. Nearest Army Airfield, Distance and Direction from Same.  
**Indiana - Bartholomew - Columbus 4 miles N.E. Atterbury Army Air Fld, 1 1/2 mi E**

2. WAS COLLISION WITH OTHER AIRCRAFT?  Yes  No  
 AF NOS. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) \_\_\_\_\_ DATE **26 Jan 45** HOUR AND TIME ZONE **1339 CWT**  DAY  NIGHT

Section B—AIRCRAFT

1. AIRCRAFT NO. **44-30177** 2. TYPE **B** MODEL **25** SERIES **J-25** 4. HOME STATION **Atterbury AAF** **5105**

4. AIR FORCE OR COMMAND **I AF** SUBCOMMAND **I Bomb** WING \_\_\_\_\_ GROUP NO. AND TYPE **477 BM** SQUADRON **618 BM**

5. DATE OF MANUFACTURE **20 Dec 44** TOTAL HOURS **60:40** DATE LAST OVERHAUL \_\_\_\_\_ OVERHAULING DEPOT OR SUB-DEPOT \_\_\_\_\_ HOURS SINCE OVERHAUL \_\_\_\_\_

6. Attach detailed statement of tech orders having direct bearing on this accident which have not been compiled with. Describe orders and give reasons for non-compliance

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

1. LAST NAME **Keith** FIRST NAME **Laurel** MIDDLE INITIAL **E.** GRADE **2nd Lt.** BRANCH **AC** ASN **0-835319** SEX **M** AGE **25**

2. ATTACHED STATION **Atterbury Army Air Fld** AF OR COMMAND **I AF** SUBCOMMAND **I Bomber** WING \_\_\_\_\_ GROUP NO. AND TYPE **477 BM** SQUADRON **618 BM**

3. ASSIGNED STATION **Same** AF OR COMMAND **I AF** SUBCOMMAND **I Bomber** WING \_\_\_\_\_ GROUP NO. AND TYPE **477 BM** SQUADRON **618 BM**

4. AERONAUTICAL RATING?  Yes  No PRESENT RATING **Pilot** DATE RECEIVED **17 June 44** 5. NORMAL DUTY STATUS **Pilot - Crew B-25**

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

| FLYING TIME   | 1ST PILOT OR SOLO STUDENT | OTHER PILOT OR OTHER STUDENT   | 10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES   |
|---|---------------------------|--|---|
| 1. TOTAL HOURS  | 185:55                    | 246:50   | Pre-flight, Tuskegee AAF, Ala. Dec 43. Primary, Moton Field, Ala. Feb 44. Basic & Advanced Trng. Tuskegee, Ala. June 44. B-25 Trans., Mather Field, Calif., Sept. 44. |
| 2. HOURS THIS TYPE  | 62:25                     | 158:35   |   |
| 3. HOURS THIS MODEL   | 29:45                     | 61:40  |   |
| 4. HOURS LAST 90 DAYS   | 32:20                     | 82:25  |   |
| 5. HOURS LAST 30 DAYS   | 17:30                     | 17:30  |   |
| 6. HOURS LAST 24 HOURS  | 1:50                      | 0:00   |   |
| 7. ACTUAL COMBAT HOURS  | None                      |  |   |
| 8. TRAINEE CLASS NO. AND SCHOOL, OTU, OOTS, ETC.<br><b>44F, Tuskegee AAF, Ala. B-25 Trans. Mather Fld, Calif.</b>             |                           |  | 9. PHASE AND HOURS IN THIS PHASE  |
| 9. PHASE AND HOURS IN THIS PHASE<br>Phase <b>Combat Crew (2nd)</b> DUAL OR COPILOT <b>6:00</b> SOLO OR 1ST PILOT <b>13:10</b> |                           |  |   |
| 11. INSTRUMENT RATING   |                           |  | 12. Was operator on instruments at time of accident or immediately before?<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                     |
| TYPE <b>White</b> DATE <b>25 Nov 44</b>   |                           | 13. TOTAL—INSTRUMENT<br>14. INSTRUMENT LAST 6 MOS.<br>15. INSTRUMENT LAST 30 DAYS<br>16. NIGHT LAST 6 MOS.<br>17. NIGHT LAST 30 DAYS |   |
| LAST CHECK STATION <b>Acad-man Fld, Ky.</b> DATE <b>25 Nov 44</b>   |                           |  |   |

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 ASSO. RATING (Sym-bols) (3) | SERIAL NO. (4) | GRADE AND BRANCH OF SERVICE (5) | PERM. CLASS. SYMBOL (AAF Reg. 16-1) (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                            | Keith, Laurel E.           | P                                   | 0-835319       | 2nd Lt AC                       | 18                                      | IAF 477 BM AAF   | None                                       | X          |         |          |         |
| CP                           | Moore, Marzell (NMI)       | P                                   | T-7081         | F/O, AC                         | 17                                      | IAF 477 BM AAF   | None                                       | X          |         |          |         |
| B                            | Goldson, Lloyd R.          | AO/B                                | 0-2075541      | 2nd Lt AC                       | 17                                      | IAF 477 BM AAF   | None                                       | X          |         |          |         |
| E                            | Cooper, Leonard C.         | AO/E                                | 1/195465       | Cpl., AC                        | 38                                      | IAF 477 BM AAF   | None                                       | X          |         |          |         |
| E                            | Vidra, Peter J.            | AO/E                                | 5331478        | S/Sgt. AC                       | 35                                      | IAF 118 BU WS  | None                                       | X          |         |          |         |

Serialized  
2-9-45

**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

Wreck

2. TO ENGINE

1 Minor

2

Wreck

3

4

3. TO PROPELLER

1 Wreck

2

Wreck

3

4

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)

No damage to private property. Certificate on file at Base Operations, Atterbury AAF.

**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 0 Minutes 05

|   | (1)                                   | (2)        | (3) | (4) |
|---|---------------------------------------|------------|-----|-----|
| 2. ENGINE MODEL                           | R-2600-29                             | R-2600-29  |     |     |
| 3. ENGINE NO.                             | 43-35031                              | 43-35074   |     |     |
| 4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL | 60:40                                 | 60:40      |     |     |
| 5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL | New Engine                            | New Engine |     |     |
| 6. TOTAL ENGINE-HOURS                     | 60:40                                 | 60:40      |     |     |
| 7. PROPELLER MODEL                        | Hamilton-hydromatic 23E50-47363598-10 |            |     |     |
| 8. PROPELLER-HOURS SINCE MAJOR OVERHAUL   | 60:40                                 | 60:40      |     |     |

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

See attached statement by Lt. Keith

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

No engine failure. Loss of power due to smothering of engine as result of carburetor air heat being in icing position.

11. OCTANE RATING OF FUEL ENGINEERING OFFICER (Name, Grade, and Station)

OK *Matthew W. Meriwether* MATHEW W. MERIWETHER, 2nd Lt, AC A.A.A.F.

**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 a contributing factor

ENGINEERING OFFICER (Name, Grade, and Station)

*Matthew W. Meriwether* MATHEW W. MERIWETHER, 2nd Lt, AC A.A.A.F.

**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

None

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

(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 a contributing factor.

**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?

0/ 4K- 37/22 NNE-2 007 EK

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

Not a factor

WEATHER OFFICER  
(Name, Grade, and Station)

→ Edward A. Brown EDWARD A. BROWN, 1st Lt. AC Atterbury AAF

**Section L—GENERAL INFORMATION**

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

Not a factor

2. WHAT WAS THE MISSION?

Training - Local formation ✓

3. DID FIRE OCCUR UPON  
CRASHING?

Yes  No

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

No violations

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

None

6. KIND OF CLEARANCE (Attach Form 23)

FROM

TO

OR LOCAL

STATION OF LAST DEPARTURE

Short Form 23

Local

Atterbury AAF

7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE

No.

DATE

None

EXPLAIN FULLY AND ATTACH COPY

No UR Form 54 necessary

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 63-147

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.**

On 26 January 1945 at 1337<sup>00</sup> C.W.T. B-25J No. 44-301, number two (2) ship in a formation of six (6), was cleared for take-off from this base. Loss of power of left engine, immediately upon becoming airborne, necessitated a crash landing one and one-half (1-1/2) miles due East of the field. (See attached statement of Lt. Keith.) Neither special equipment or weather conditions were a contributing factor.

After approximately two (2) minutes of flight, Pilot Keith made a normal crash landing in a corn field. (Covered with six (6) inches of soft dirt.) No damage was done to private property. (Property Damage Certificate on file at Base Operations, Atterbury A.A.F., Columbus, Ind.)

Investigation of crash revealed that carburetor air heat was in icing position causing loss of power. (Test revealed 35" to 37" manifold pressure and 2300 to 2400 R.P.M. was maximum power output obtainable under these conditions.) Lt. Keith has logged 13:25 first pilot time and 6:40 C.P. time in B-25J-25NC series of B-25.

Attached statements and photographs fully explain in detail all known facts.

2-11  
1  
9  
1-36

**2. RECOMMENDATIONS**

B-25J-25NC carburetor (Holly Automatic 4303-A23184E) system be spring loaded to neutral position as safety factor.

**3. ACTION TAKEN**

Classes given all pilots in carburetor system of the new series.

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION: Atterbury Army Air Field, Columbus, Ind.

NAME—PRESIDENT

NAME—MEMBER

NAME—INTELLIGENCE OFFICER

*Anthony W. Quigley*  
Grade: Capt  
Organization: 118<sup>th</sup> B. G.

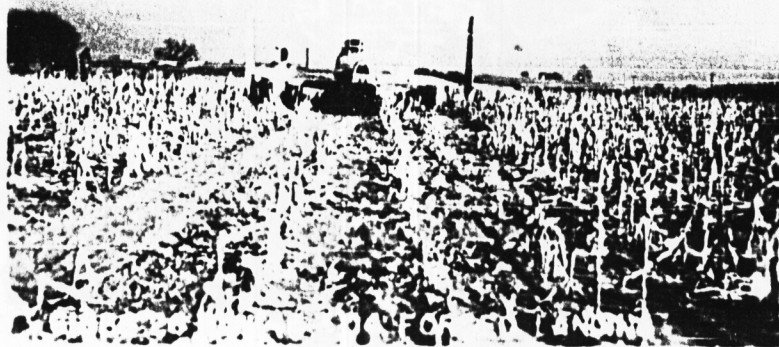
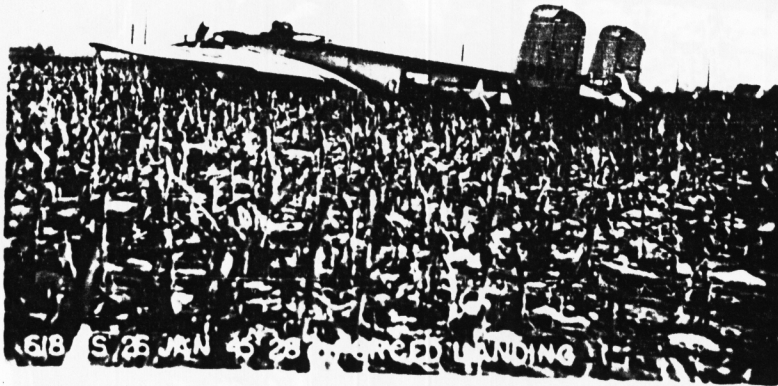
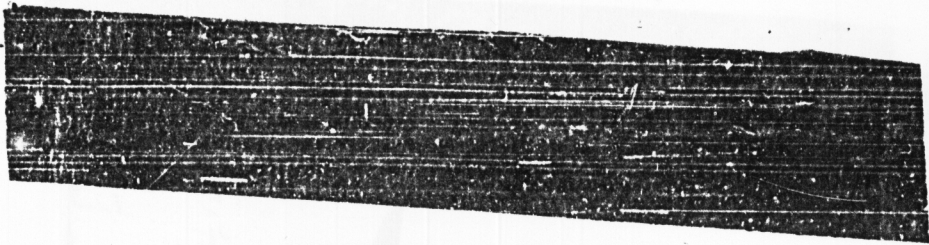
*William W. Gough*  
Grade: Capt  
Organization: 118<sup>th</sup> B. G.

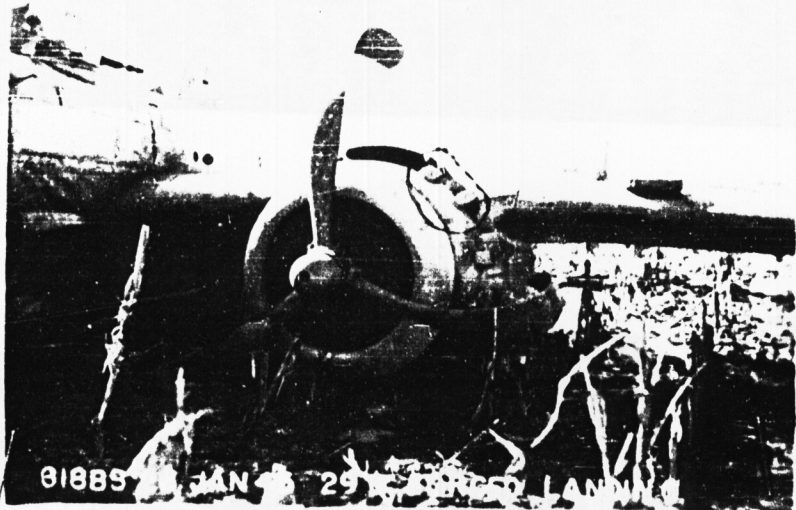
*Edward R. Aldworth*  
Grade: 1<sup>st</sup> Lt  
Organization: 118<sup>th</sup> Base Unit Sqdn 4

*Robert W. Smith*  
Grade: Capt  
Organization: 118<sup>th</sup> B. G.

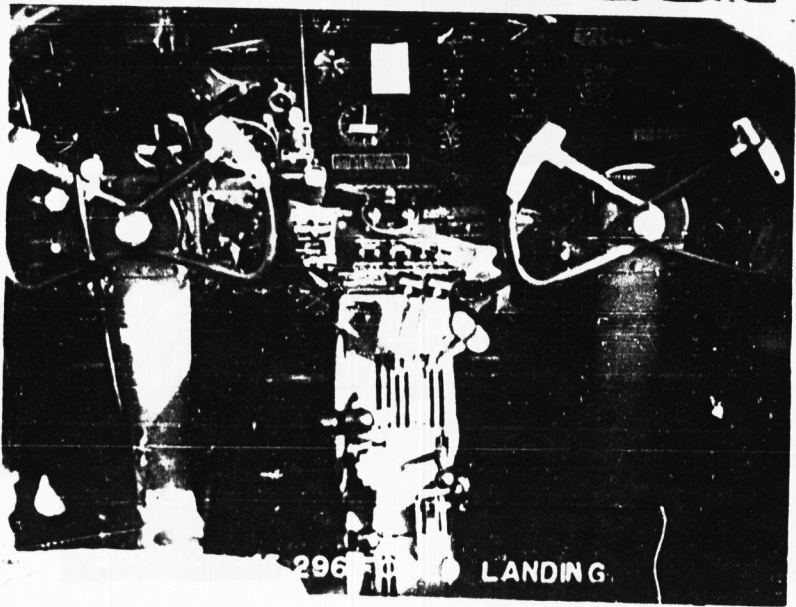
*Gerald F. Brown*  
Grade: Major  
Organization: 118<sup>th</sup> B. G.

*Albert P. Gray*  
Grade: 1<sup>st</sup> Lt  
Organization: 118<sup>th</sup> Base Unit Sqdn 4





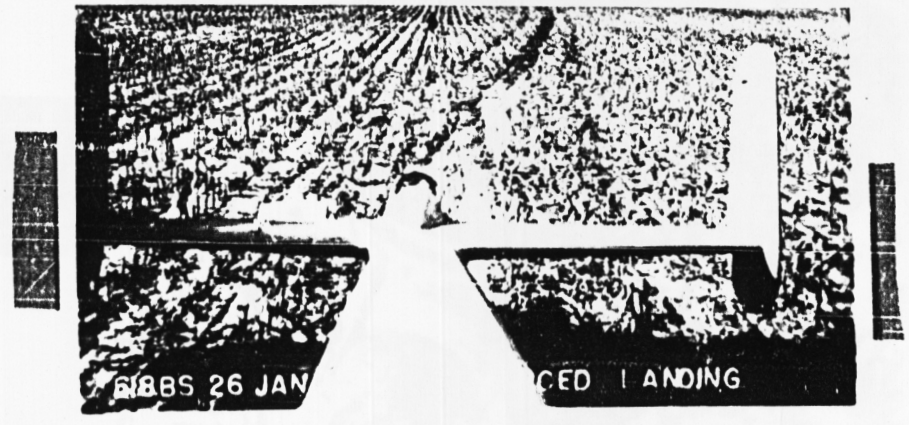
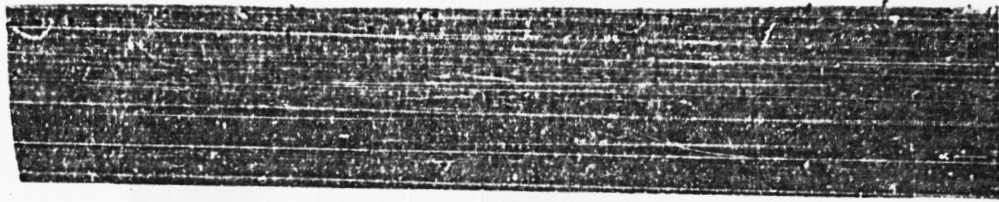
61885 JAN 29 1965 LANDING

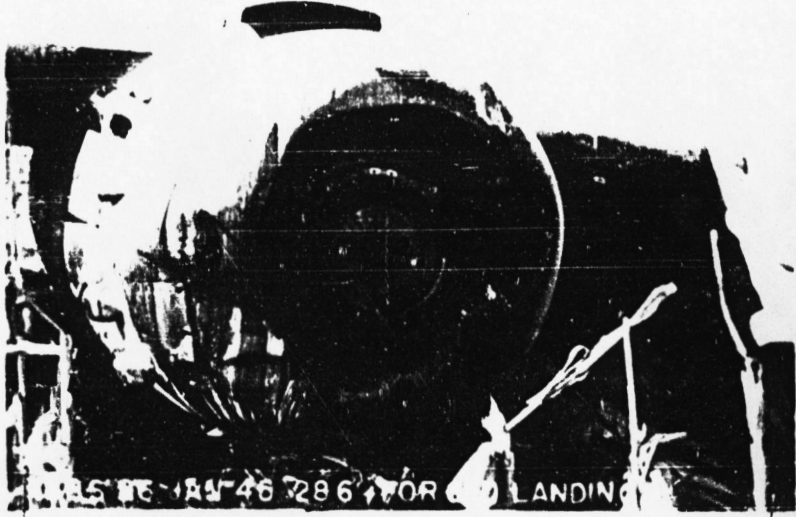


296 LANDING

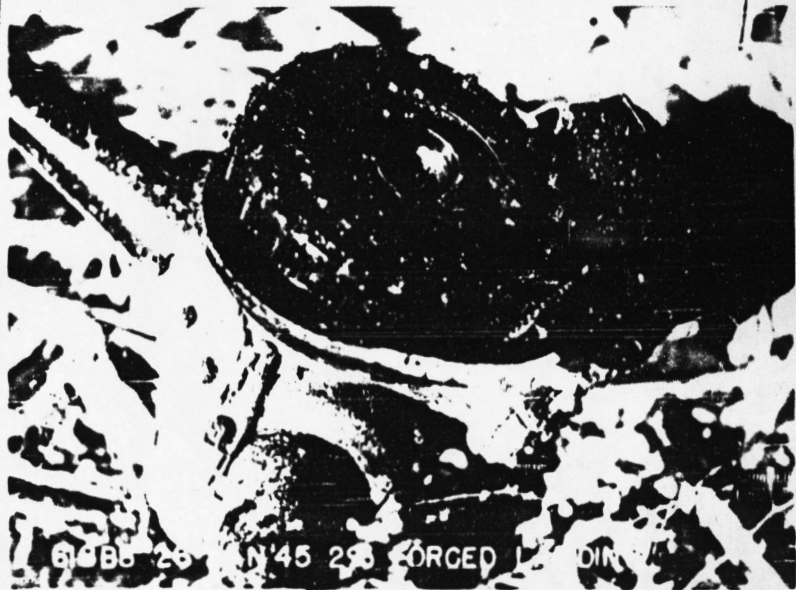


61885 JAN 29 1965 LANDING



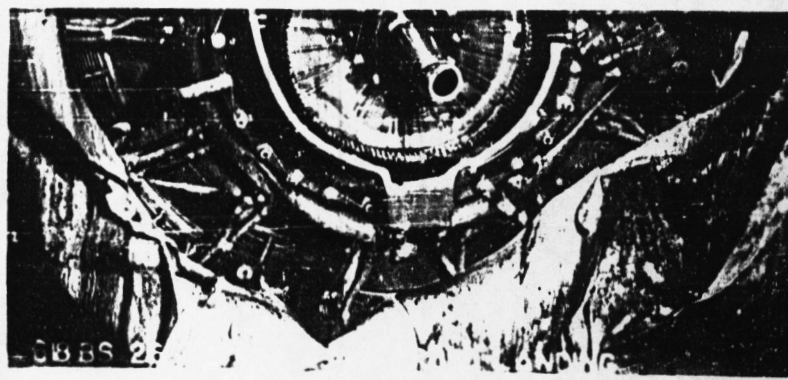


6085 26 JAN 46 286 FORCED LANDING

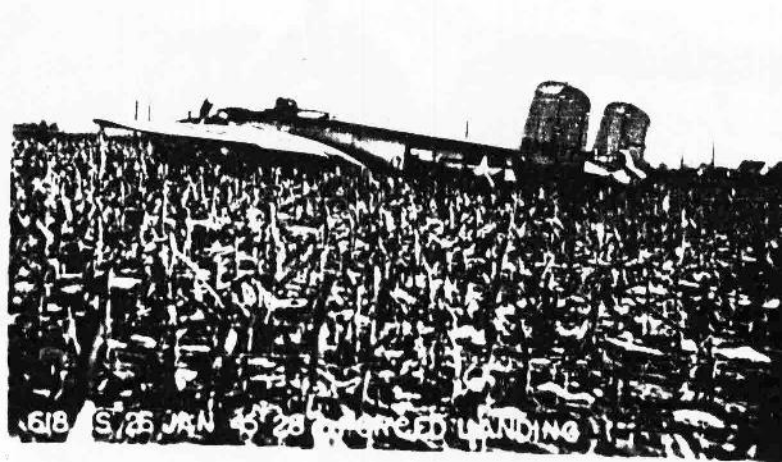


6085 26 JAN 46 286 FORCED LANDING

*way  
rphs*



6085 26



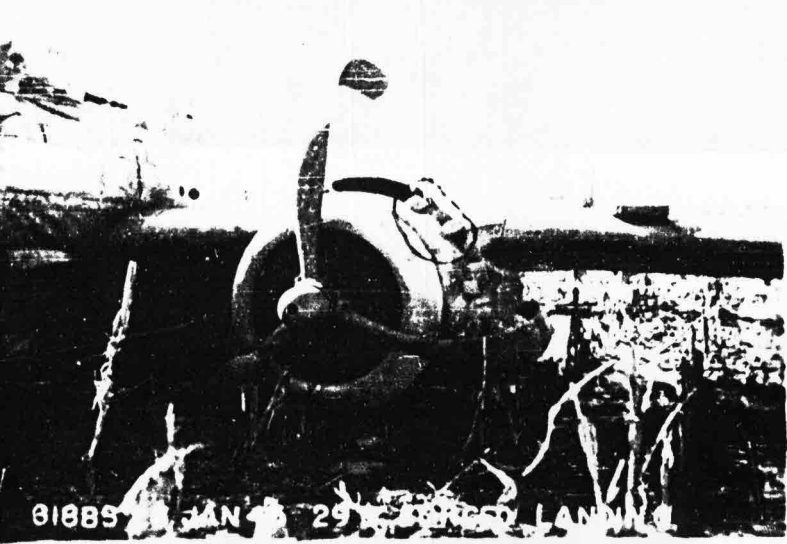
618 S/25 JAN 45 28 POWERED LANDING



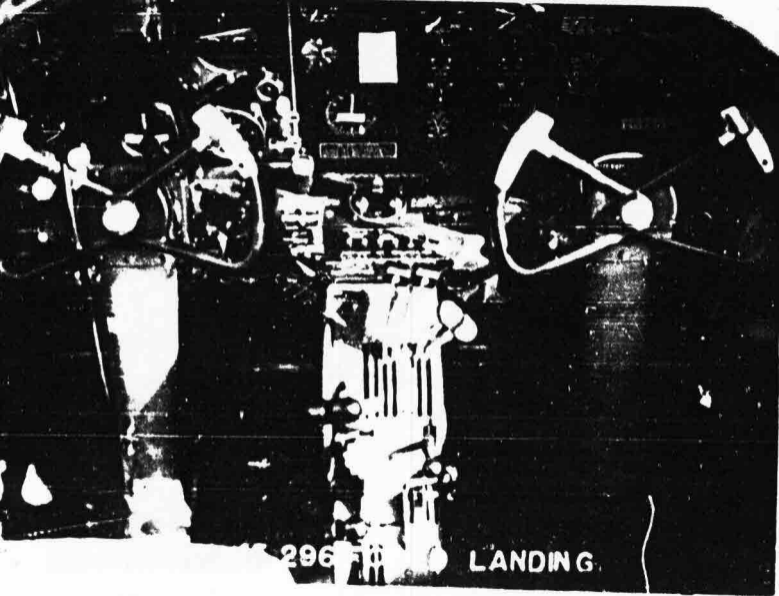
OUT OF THE LAND



6885 28 JUN 48 254 FORCED LANDING

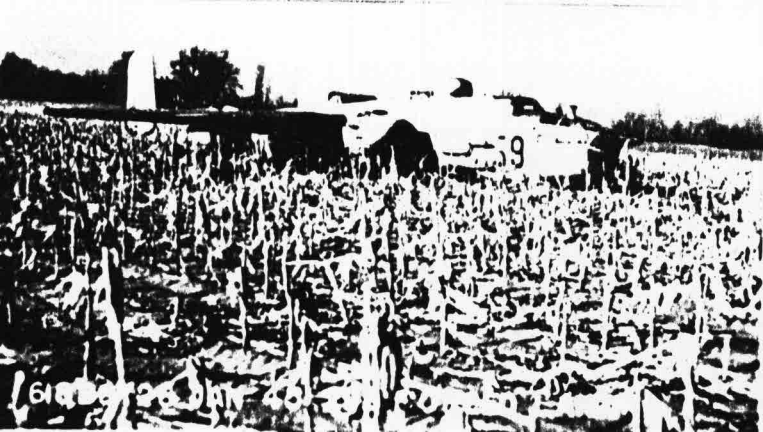


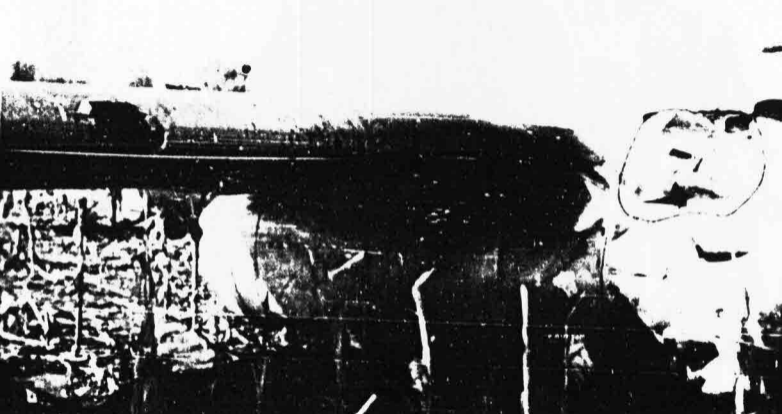
BIBBS JAN 29 1965 LANDING



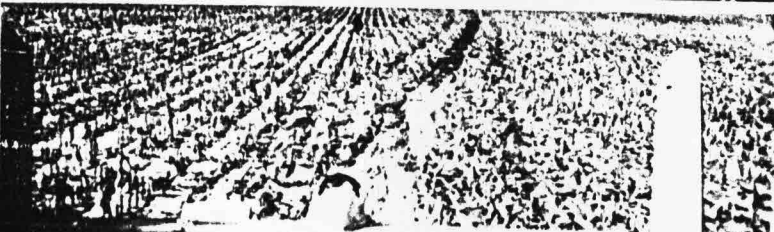
296

LANDING

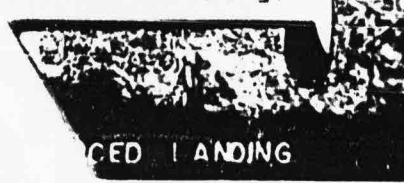




578BS 26 JAN 45 336 FORCED LANDING

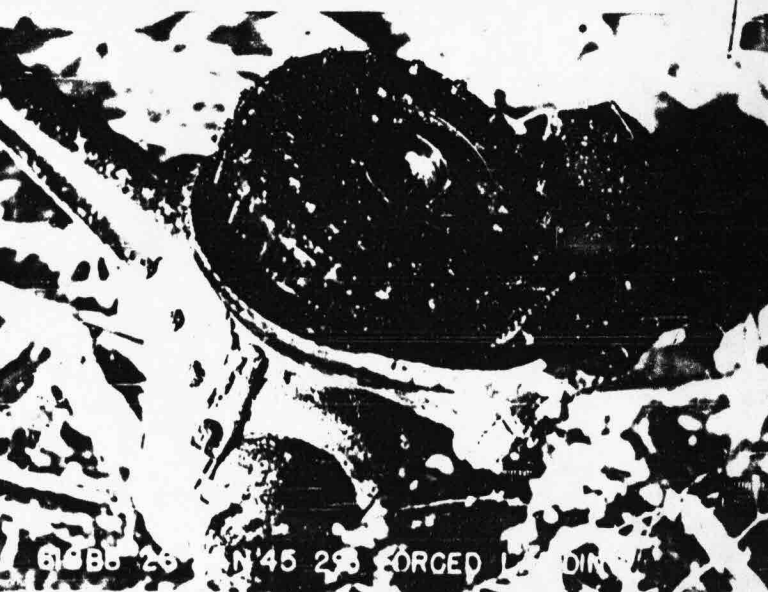


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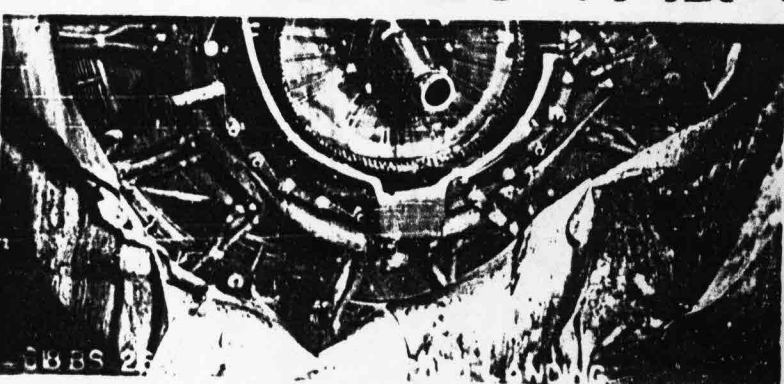


ANCED LANDING

1945 BE 124 46 286 FOR LANDING



61886 28 N 45 28 FORGED LANDING



018 BS 25

LANDING