

Accident No. 44-4-21-513

Date

Checked by KM 5-18-49

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

1225:9-43

WAR DEPARTMENT
AAF STATION 170
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place 1 Mile SW of Erith (2) Date 24 April 1944 (3) Time 1530
 AIRCRAFT: (4) Type and model A-20G-35 (5) A. F. No. 43-9941 (6) Station AAF Station 170
 Organization: (7) IX BC Ninth AF (8) 416th Bomb(L) (9) 669th Bomb (L)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	McDonald, Arthur A.	Pilot	0-806285	2nd Lt.	18	AC	Ninth AF	Fatal	None
G	Barnard, Leroy (NMI)	Gunner	6391061	S/Sgt	20	AC	Ninth AF	Fatal	None
G	Shields, Joseph J.	Gunner	13099666	S/Sgt	36	AC	Ninth AF	Fatal	None



(20) McDonald Arthur A. (21) 2nd Lt. (22) 18 (24) AC
 (Last name) (First name) (Middle initial) (Rank) (Personnel class) (Branch)
 Assigned (25) IX BC Ninth AF (26) 416th Bomb(L) (27) 669th Bomb (L) (28) AAF Station 170
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) (30) (31) (32)
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 6/19/43 Present rating (35) Pilot (36) 6/19/43 Instrument rating (37) 9/15/43
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-20 223:50 (42) Instrument time last 6 months 1:30
 (39) This model A-20G 138:20 (43) Instrument time last 30 days ~~0:00~~
 (40) Last 90 days 51:45 (44) Night time last 6 months 0:00
 (41) Total 527:05 (45) Night time last 30 days 1:30

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	Complete wreck.
(47) Engine(s) <u>W 2</u>	
(48) Propeller(s) <u>W 2</u>	

(50) Weather at the time of accident Solid overcast at 3000 feet. Scattered 3-4/10 clouds below 3000 feet.

(51) Was the pilot flying on instruments at the time of accident Unknown.

(52) Cleared from AAF Sta. 170 (53) To AAF Sta. 170 (54) Kind of clearance Combat

(55) Pilot's mission Operational

(56) Nature of accident Pilot crashed after attempting to ascend through an overcast.

(57) Cause of accident Unknown.

DESCRIPTION OF ACCIDENT

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

NARRATIVE: The aircraft was last sighted by Lt. Peck, the flight leader, when entering a break in the cloud formation. At this time, Lt. Peck had decided that the cloud formation was too thick and turbulent to penetrate in formation and called his wingmen and told them he was descending through the break in the clouds. This call was not acknowledged by Lt. McDonald. Lt. Peck later observed an explosion and fire on the ground but was not able to identify the cause of it.

After questioning all available witnesses it was found that their stories varied as to the condition of the airplane and probable cause of the crash. Their stories indicated a mid-air collision and the fact that the aircraft was on fire before crashing. A complete investigation was conducted and neither of these stories were considered probable. The wreckage did not reveal any indication of fire in flight since the only parts of the airplane showing any evidence of burning were those immediately adjacent to the point of impact and resulting flames.

The fact, that one of the horizontal stabilizers and part of the rudder were found one hundred (100) yards to the rear of the crash and twenty-five (25) yards to the left of the line of flight, indicates that the tail surfaces failed while the pilot was endeavoring to recover from some unusual condition probably a spiral or spin. This fact is also indicated by the statement of Mr. James Scobell who was closest to the scene of the crash and was the first one there.

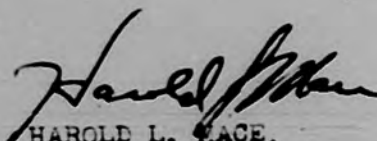
RESPONSIBILITY: The true cause of the accident cannot be determined for lack of sufficient facts.

RECOMMENDATIONS: None

Inclosures: 6

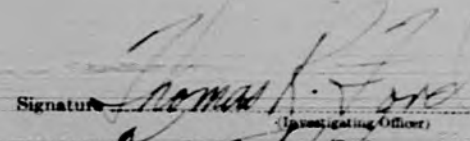
- Inc. #1 - Statement of Lt. Peck
- Inc. #2 - Statement of Lt. Shainberg
- Inc. #3 - Statement of Crew Chief
- Inc. #4 - Statement of Engineering Officer
- Inc. #5 - Statement of Witness
- Inc. #6 - Extract of Operations Order.

APPROVED:



HAROLD L. PACE,
Colonel, Air Corps,
Commanding.

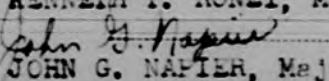
Signature



THOMAS H. FORD, Lt. Col., Air Corps.



KENNETH T. RONEY, Major, Air Corps.



JOHN G. NAPIER, Major, Air Corps.

Date 29 April 1944

S T A T E M E N T

TO WHOM IT MAY CONCERN:

A formation took off on an operational mission about 1430, 24 April 1944. I was leading number three flight of the second box. 2nd Lt. ARTHUR A. MCDONALD was on my left wing.

At about 1445 the signal was given to ascend through thick overcast.

My element of three ships started up but as the clouds were so thick it was impossible to keep each other in sight.

My right wing man left me just after we started up. Lt. McDonald left my wing just before I broke through a hole through which I could see the ground.

I saw Lt. McDonald right above me and called to him to come down through the hole. At about 1447 I saw a big explosion but didn't know what it was.

The mission was recalled and I returned to the base and reported the explosion I had seen. It turned out to be Lt. McDonald.

William A. Peck
WILLIAM A. PECK,
1st Lt, Air Corps.

Inc. #1.

S T A T E M E N T

A formation took off from Station 170, 24 April 1944, about 1400. I was flying the right wing of Lt. William A. Peck, and Lt. Arthur A. McDonald was flying the left wing. About twenty (20) minutes after take-off we were given the signal to ascend through an overcast.

Our three (3) ships started through the overcast that turned out to be a formation of dark Cumulus clouds. Upon entering we lost sight of each other and when I saw a hole to the ground I peeled off and left for fear of endangering the other planes. I did not hear Lt. Peck's radio call, probably due to the fact that about this time I was on interphone while trying to inform my gunners of the situation.

I then returned home and learned that Lt. McDonald had crashed and that the mission was recalled due to weather.

Norman V. Shainberg
NORMAN V. SHAINBERG,
2nd Lt, Air Corps.

S T A T E M E N T

TO: Whom It May Concern.

Airplane 43-9941, A-20G-35, the airplane in which Lt. McDonald was pilot on the day of the mission was on a clear initial. The right engine, both ailerons and oil cooler had been changed due to battle damage. Other than that no other trouble was had with the airplane.

A 50 Hour Inspection had been completed about three hours of flying time before the accident.


Norman Z. Anlauf
NORMAN Z. ANLAUF,
T/Sgt, 39092075,
Crew Chief.

Inc. #3.

S T A T E M E N T

TO: Whom It May Concern.

Airplane AAF Serial No. 43-9941, A-20G-35, was, on the morning of the mission when Lt. McDonald was the pilot, on a clear initial. A 50 Hr. Inspection had been completed 3 flying hours previous to the accident. There had been no structural members changed. Subject airplane had very few patched flak holes, and, in my opinion, was in excellent mechanical condition.


CHARLES H. STEWART, JR.,
1st Lt, Air Corps,
Engineering Officer.

Inc. #4.

METROPOLITAN POLICE

No. 995.

STATEMENT OF WITNESS

Erith Station "R" Division
25th April 1944

Name James Scobell P.C. 522 "R"


Address Stationed at Erith Police Station.

S T A T E M E N T

At about 3.p.m. on 24th April 1944, I was working on my allotment at Manor Road, Erith, when I saw the machine about 150 feet in the air, diving vertically, it seemed to pull out of the dive slightly, and then hit the bank about 80 yards from where I was working. It immediately burst into flames. I ran towards it for the purpose of rendering assistance, but could see no sign of life.

/s/ JAMES SCOBELL P.C. 522 "R"

THIS IS A TRUE COPY:


WILLIAM BATTERSBY,
Capt. Air Corps.

Inc. #5

669TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
OFFICE OF THE OPERATIONS OFFICER

APC 140, U.S. Army,
24 April 1944.

OPERATIONS ORDER)

NUMBER 57)

EXTRACT

* * * * *

Lt. A.A. McDonald (Pilot)	(AP)	43-9941	Mission	MV
S/S Leroy nmi Barnard (Gunner)	Take-Off	1420	Land	Crashed (1447)
S/S Joseph J. Shields (Gunner)				

* * * * *

By Order of Major CAMPBELL:

ROBERT L. BURTON,
1/Lt Air Corps,
Ass't Opns Officer.

(S) ROBERT L. BURTON
(T) ROBERT L. BURTON,
1/Lt. Air Corps,
Ass't Opns Officer.

A TRUE EXTRACT COPY:

John G. Napier
JOHN G. NAPIER,
Major, Air Corps.

Inc. #6.

R E S T R I C T E D

**HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER**

APO 140, U.S. Army,
29 April 1944.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, IX Bomber Command, APO 140,
U. S. Army.

1. Transmitted herewith is AAF Form 14 with inclosures, ^{360 33}
(in quadruplicate) on aircraft accident of 2nd Lt. Arthur A.
McDonald in airplane ACSN 43-9941, on 24 April 1944.

For the Commanding Officer:



George Schenkein
GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

Incl: 1
Incl: #1 - AAF Form 14

360.33 1st Ind B-J-2
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. Army, 2 May 1944.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

Approved.

For the Commanding General:

Richard S. Sanders
RICHARD S. SANDERS,
Colonel, Air Corps,
Chief of Staff.

1 Incl:
n/c.

R E S T R I C T E D

R E S T R I C T E D

360.33

2nd Ind.

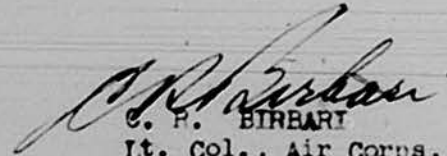
E-SI-12

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 5 May 1944.

To: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

~~Report of the Aircraft Accident Committee approved.~~

For the Commanding General;


C. P. BIHARI
Lt. Col., Air Corps,
Asst. Adj. General.

624

1 Incl:

n/c (2 cys ea w/d)

R E S T R I C T E D