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HEADQUARTERS, STATION #12
PACIFIC WING, AIR TRANSPORT COMMAND
ARMY AIR FORCES
APO #953

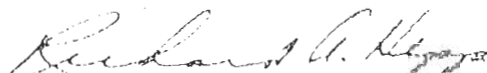
19 May 1944

SUBJECT: Aircraft Accident - B-24J ap No. 44-4032.

TO : Commanding General, Army Air Forces, Washington, D.C.

1. In accordance with AAF Regulation 62-14 and 62-14A dated 23 January 1944 the inclosed Form 14 is hereby submitted.

For the Commanding Officer:



RICHARD A. HEPP,
1st Lt., Air Corps,
Adjutant.

1 Incl:
AAF Form 14, Aircraft Accident Report,
dated 5 May 1944

W J R
MURL BETTS, Lt. Col. AG
Deputy
Flying Safety (Washington)

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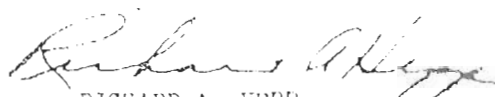
19 May 1944

SUBJECT: Aircraft Accident - B-24J ap No. 44-40352.

TO : Chief, Flying Safety, AAF,
Winston-Salem 1, North Carolina.

1. In accordance with AAF Regulation O2-14 and O2-14A dated 28 January 1944 the inclosed Form 14 is hereby submitted.

For the Commanding Officer:



RICHARD A. HEPP,
1st Lt., Air Corps,
Adjutant.

1 Incl:
AAF Form 14, Aircraft Accident Report,
dated 5 May 1944.

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WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Send from
(1) Place: Hickam Field, T. H. (2) Date: 5 May 1944 (3) Time: 0522 AM
AIRCRAFT: (4) Type and model: B-24 (5) A. F. No.: 44-40332 (6) Station: Hickam Field
Organization: (7) Air Transport (8) XX (9) XX
(Group) (Squadron)

PERSONNEL

POST	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	CAUSE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Capt	Wheeler, Wayne L.	P	755877	2nd Lt.	18 C/	AC	ATC	Fatal	None
Cop	Schuel, William H. Jr.	P	704315	2nd Lt.	18 S/	AC	ATC	Fatal	None
Cop	Bueller, Charles E.	M	707308	2nd Lt.	18 O/	AC	ATC	Fatal	None
Cop	Highland, Morris (H.L.)	E	704314	2nd Lt.	18 O/	AC	ATC	Fatal	None
ASG	Dowd, Jack J.	AE	3645920	S/Sgt.	38 25	AC	ATC	Fatal	None
COO	Korman, Marion F.	AC	16167603	S/Sgt.	38 20	AC	ATC	Fatal	None
AAC	Means, James L.	G	34472881	Sgt.	38 20	AC	ATC	Fatal	None
ASG	Campos, Langel P.	G	39294831	Cpl.	38 24	AC	ATC	Fatal	None
ASG	Weiss, Gerald L.	G	16115551	Cpl.	38 21	AC	ATC	Fatal	None
ASG	Carlucci, Joseph J.	G	3278269	Cpl.	38 20	AC	ATC	Fatal	None

RECEIVED
HEADQUARTERS
ARMY AIR FORCE
MAY 9 1944

PILOT CHARGED WITH ACCIDENT

(20) Wheeler, Wayne (Last name) (First name) (Middle initial) (Serial number) (Rank) (21) 2nd Lt. (22) 18 (23) AC (24) Hickam Field
Assigned (25) ATC (26) Unassigned (27) Unassigned (28) Hickam Field
Attached for flying (29) ATC (30) Unassigned (31) Unassigned (32) Hickam Field
Original rating (33) P (34) 12/3/43 Present rating (35) P (36) XX Instrument rating (37) 100V-1000

First Pilot Hours:

(38) This type: B-24 300 hrs (39) This model: unknown (40) Last 90 days: unknown (41) Total: 660 hrs
(42) Instrument time last 6 months: unknown (43) Instrument time last 30 days: unknown (44) Night time last 6 months: 200 hrs (45) Night time last 30 days: unknown

AIRCRAFT DAMAGE

FIRE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft: W 5	
(47) Engine(s): W 5 W 5 W 5 W 5	
(48) Propeller(s): W 5 W 5 W 5 W 5	

EH

(50) Weather at the time of accident: Scattered clouds three thousand feet; Clouds cumulus from East; wind North @ 4 MPH; Temperature 70 Degrees Fahrenheit; Pressure 1016.6 Millibars; Low Point 62 Degrees; Altimeter setting 30.02; Sunrise 0628MWT; Moonset 0504MWT.

(51) Was the pilot flying on instruments at the time of accident: No
(52) Cleared from Hickam Field (53) To APO #914 (54) Kind of clearance Trans-Oceanic CFR/
(55) Pilot's mission: Replacement crew enroute to assignment with Fifth Air Force. 50

(56) Nature of accident: B-24J No. 44-40332 took off from Hickam Field, T. H., runway 3 and flew for 6 1/2 miles in almost a straight line and crashed into the mountains at an estimated elevation of 1425 feet.

(57) Cause of accident: Pilot made normal take-off and climb but failed to turn away from mountains. From the trail cut in the tree tops before crash into hill top it appeared as if pilot saw the mountains but too late to miss them. Exact cause as to why pilot failed to turn is unknown.

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86

DESCRIPTION OF ACCIDENT

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

1. Pilot Kimble's aircraft, B-24J No. 44-10332, was part of a flight being dispatched to the 5th Air Force. Several other B-24 aircraft made the same take-off and normal turn away from the hills. All witnesses stated the aircraft made a normal take-off and normal climb with the exception that this pilot kept flying straight toward the hills. Since the aircraft was a complete loss due to impact and fire, it was impossible to check any part of the aircraft for structural or mechanical failure. Guards and personnel who were within several hundred yards of the scene of the crash stated in so far as they could tell that the engines sounded normal. They could not understand why the aircraft was flying so close to the hills and watched it fly overhead and crash.

2. The aircraft was loaded to approximately 60000 lbs, and if there was a loss of an engine or power failure, it would not have been possible to climb to 1425 feet in six and one-quarter miles. If the pilot had realized mechanical failure he should have made a turn to either right or left, but no turn was made until too late, and then only a partial turn of approximately twenty degrees to the right.

3. It is felt by the committee that the pilot failed to realize his position and might have had the cockpit lights turned up which could have impaired good outside vision. From the airframe the outline of the hills and cloud tops could be seen against the sky. The weather was CAVU above the airframe and up to where the aircraft crashed. The 2000 foot cloud base was above and around the hills. The local blackout restriction had just been lifted the night before and the lights of the city were very noticeable. All crews are briefed before leaving the United States about the hills north of Hickam Field and they are briefed again at Hickam Field of the obstructions on a north take-off.

4. It is recommended that the hills and mountains within a five to ten mile radius be conspicuously marked by red flasher beacons or controlled lights. This would be a great help to the young inexperienced combat pilots.

Kenneth L. Luerke
KENNETH L. LUERKE
Captain, Air Corps

Walter C. Searge
WALTER C. SEARGE
Major, Air Corps

SIGNATURE

Marshall A. Ekins
(Investigating Officer)

MARSHALL A. EKINS
LT COL., Air Corps
Aircraft Accidents Officer

Date