

Accident No. 44-3-4-532

Date

Checked by [Signature] 4-14

Analyzed by [Signature] 4-17-44

Copied for Wright
Field by [Signature]

Notes [Signature]

1225.2-43

638, NYC

Accident No.

Pilot's Name

Ostrander

Nature Group

1450

Specific Nature

75

Plot, crew bailed out

Underlying Nature

57

out of gas

Cause Group

28

Aircraft

Specific Cause

79

Hydraulic system

Underlying Cause

84

undetermined

Cause Group

10

power plant

Specific Cause

51

Fuel system

Underlying Cause

84

undetermined

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

REPORT OF AIRCRAFT ACCIDENT

1. Place 13 MILES EAST OF CLACTON-ON-SEA (2) Date 4 MARCH 1944 (3) Time 1215
 AIRCRAFT: (4) Type and model A-20G-25 (5) A. F. No. 43-9214 (6) Station AAF 170
 Organization: (7) IX BC 9TH AF (8) 416 BOMB (L) (9) 669 BOMB (L) 2393
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	OSTRANDER, WILLIAM B.	PILOT	0-806323	2LT	1801	AC	IX BC	NONE	B
G	WILSON, JOHN E.	GUNNER	38312261	S/SGT	20	AC	IX BC	NONE	B
G	BINNEY, IRVING (NMI)	GUNNER	32183178	S/SGT	20	AC	IX BC	NONE	B

(20) OSTRANDER WILLIAM B (21) 0-806323 (22) 2ND LT (23) IB (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) IX BC 9TH AF (26) 416 BOMB (L) (27) 670 BOMB (L) (28) AAF 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) 6-30-43 Present rating (35) PILOT (36) 6-30-43 Instrument rating (37) 9-23-43
 (Rating) (Date) (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type A-20 242:20 (42) Instrument time last 6 months
 (39) This model A-20G 156:00 (43) Instrument time last 30 days
 (40) Last 90 days 20:45 (44) Night time last 6 months
 (41) Total 419:10 (45) Night time last 30 days

AIRCRAFT DAMAGE

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

(50) Weather at the time of accident 4/10 LOW CLOUDS AT 3500 FEET BASE. VISIBILITY 0 MILES.

(51) Was the pilot flying on instruments at the time of accident? NO.
 (52) Cleared from AAF 170 2393 (53) AAF 170 2393 (54) Kind of clearance OPERATIONAL
 CLEARANCE ("J" FORM).
 (55) Pilot's mission OPERATIONAL MISSION.

(56) Nature of accident THE CREW ABANDONED AIRCRAFT IN FLIGHT.

(57) Cause of accident THE AIRPLANE WAS ABANDONED IN FLIGHT AFTER HYDRAULIC SYSTEM HAD COMPLETELY FAILED AND FUEL SUPPLY COMPLETELY EXHAUSTED.

(58) HAS THE FORM 54 BEEN SUBMITTED? NO.

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

REPORT OF AIRCRAFT ACCIDENT

1) Place **13 MILES EAST OF CLACTON-ON-SEA** (2) Date **4 MARCH 1944** (3) Time **1215**
 AIRCRAFT: (4) Type and model **A-20G-25** (5) A. F. No. **43-9214** (6) Station **AAF 170**
 Organization: (7) **IX BC 9TH AF** (8) **416 BOMB (L)** (9) **669 BOMB (L)** **2393**
 (Command and Air Force) (Group) (Squadron)
 PERSONNEL **OK** **B.L.L.**

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	OSTRANDER, WILLIAM B.	PILOT	0-806323	2LT	1801	AC	IX BC	NONE	B
G	WILSON, JOHN E.	GUNNER	38312261	S/SGT	20	AC	IX BC	NONE	B
G	BINNEY, IRVING (NMI)	GUNNER	32183178	S/SGT	20	AC	IX BC	NONE	B

(20) OSTRANDER WILLIAM B (21) 0-806323 (22) 2ND LT (23) IB (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) IX BC 9TH AF (26) 416 BOMB (L) (27) 670 BOMB (L) (28) AAF 170
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) - (30) - (31) - (32) 2393 K
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) PILOT (34) 6-30-43 Present rating (35) PILOT (36) 6-30-43 Instrument rating (37) 9-23-43
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type **A-20** **242:20** (42) Instrument time last 6 months
 (39) This model **A-20G** **158:00** (43) Instrument time last 30 days
 (40) Last 90 days **20:40** (44) Night time last 6 months
 (41) Total **041:10** (45) Night time last 30 days

AIRCRAFT DAMAGE **NF**

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft W 5	
(47) Engine(s) W 5	
(48) Propeller(s) W 5	

(50) Weather at the time of accident **4/10 LOW CLOUDS AT 3500 FEET BASE. VISIBILITY 0 MILES.**

(51) Was the pilot flying on instruments at the time of accident **NO.**
 (52) Cleared from **AAF 170 2393** (53) **AAF 170 2393** (54) Kind of clearance **OPERATIONAL**
CLEARANCE ("J" FORM),
 (55) Pilot's mission **OPERATIONAL MISSION.**

(56) Nature of accident **THE CREW ABANDONED AIRCRAFT IN FLIGHT.**

(57) Cause of accident **THE AIRPLANE WAS ABANDONED IN FLIGHT AFTER HYDRAULIC SYSTEM HAD COMPLETELY FAILED AND FUEL SUPPLY COMPLETELY EXHAUSTED.**

(58) HAS THE FORM 54 BEEN SUBMITTED? **NO.**

DESCRIPTION OF ACCIDENT

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

The aircraft returned from an operational mission and the pilot was unable to lower the landing gear by either normal or emergency measures. The pilot attempted to pump the wheels down by use of the hand hydraulic pump but the pump was not putting out any pressure. Upon pulling the manually operated emergency release the wheels came down part way but the pilot was unable to get them down and locked. The pilot was advised to proceed to the North Sea and dump his bombs before attempting a belly landing. The fuel supply was adequate for the trip at this time. The gasoline consumption was abnormally high for the distance flown. The Committee has been unable to determine the cause. On the way to the North Sea, the pilot noted the high gas consumption and told his gunners to bail out since the amount of fuel left might not be adequate to permit the bombs to be dropped and return to land. At a point approximately 13 miles east of Clacton-on-Sea, both engines quit due to lack of gasoline, and the pilot bailed out.

Inclosure # 1 - Statement of Pilot.

Inclosure # 2 - Statement of Gunner.

Inclosure # 3 - Statement of Gunner.

Inclosure # 4 - Statement of Engineering Officer.

APPROVED:

Harold L. Mace
 HAROLD L. MACE,
 Colonel, Air Corps,
 Commanding.

01:10
 02:01
 03:02
 04:10

Signature

Thomas R. Ford
 THOMAS R. FORD, Lt. Col., AC

John G. Napier
 JOHN G. NAPIER, Major, AC

Clarence S. Towles
 CLARENCE S. TOWLES, Major, AC

Kenneth T. Roney
 KENNETH T. RONEY, Major, AC

Date 14 March 1944

S T A T E M E N T

I took off from AAF Station 170 on Saturday 4 March 1944 on an operational mission at 0845.

The ship was checked thoroughly by my crew and myself prior to take-off, and everything was in perfect working order. During the flight I saw no flak and my gunners did not report any flak close enough to damage the aircraft. However, upon returning to the field at approximately 1100 hours, I found I had no hydraulic pressure and I could not build up same with emergency pumps provided. Consequently, I could not lower my landing gear. After having tried to lower gear by various means instructed by tower, I asked for permission to belly land because I was low on gas. I was refused permission and instructed to follow another snip out over water and attempt to get rid of my bomb load, which was not dropped because of bad weather over target. However I failed to drop my bombs because I could not open the Bomb Bay Doors. At approximately 1200 hours and still over water I ran out of gas and bailed out. I had previously bailed my crew out enroute from field to channel. My exact position when I bailed out was not known, for I had no maps to determine same.

The snip that escorted me to channel called Air Sea Rescue and I was picked up 13 miles off Clacton. I had been in the water only about three or four minutes.

WILLIAM B. OSTRANDER,
2nd Lt., Air Corps.

A TRUE COPY:

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

Incl. #1.

S T A T E M E N T

The following is my version of what happened on Saturday, March 4th, flying in ship number (214) :

Shortly after briefing, Lt. Ostrander and myself pre-flighted the radio, on Inter-Com of the ship, and found it in working condition. I then pre-flighted the turret and guns; found them in, what I thought at the time, to be in good condition.

Immediately after the take-off, I tried to communicate with the Pilot. At this time I found out our Inter-Com. was out. I tried several times, and ways, all to no avail.

After leaving the English Coast, and as the formation echeloned for the purpose of test-firing the guns, I threw the gun-switch on and my right gun ran away. I cut the switch and recharged it; then turned the switch on again. It repeated. I then raised the covers on this gun, and attempted to fire the left gun. I found, after charging it, that it would not fire. After releasing my flak-suit, I took the back-plate from the left gun and found the trigger bar raised and the solenoid plunger under the trigger bar. I was not able to call the Pilot and notify him about this. I finally put the left gun into working order and we continued on the mission. At no time, however, was I able to communicate with the Pilot, Lt. Ostrander.

On our return to England, and about ten minutes from the Base, the lower gunner attracted my attention by pulling on my leg. He motioned me to come down out of the turret. As I climbed down, the first thing I saw S/Sgt Binney's parachute open and the folds laying on the floor. I then noticed why he had called me. The hydraulic oil was spraying in the bottom hatch. There was no way I could figure out to notify the Pilot. I tried several times on the Inter-Com. to no avail. We arrived at Base, and made an approach to land. I know that it was then that the Pilot found out he couldn't kick his landing gear. This proved futile. In the meantime, I had S/Sgt Binney roll the hatch down in case he decided to crash-land. Then after we crossed the field, and he started to climb, I felt sure that we were going to have to parachute out. Several minutes later, and at about three thousand feet, the "Bail out" signal bell went off. I crawled out of the turret and told S/Sgt Binney that "This is it". I think we both were a bit excited, since his chute was open. He was crouched over the hatch. I yelled for him to jump and at the same time grabbed as much of his chute as possible. I encouraged him out with a slight bump of my knee and then threw the chute through the hatch after him. I then reached and got my chute and clipped it on and then jumped through the hatch. I landed about six miles N.E. of Ipswich. A Medical Officer from the Martlesham Air Base arrived shortly after and carried me, via Jeep, to that Base. He then notified the 8th Bomber Command and this Station here. The last that I saw the plane, it was headed East.

John E. Wilson

JOHN E. WILSON,
S/SGT, 38912261.

S T A T E M E N T

1. Got to plane before taxiing time, preflighted gun - looked O.K. As we were taxiing, my command set went out. Tried to check inter-phone with other gunner, heard him O.K., but he couldn't hear me. Couldn't get Pilot on call.

2. Over the Channel we test fired our guns; could only get one shot off at a time. The oil buffer slot looked O.K. Couldn't find trouble. Nothing else went wrong until we hit the coast of England again; when I saw hydraulic fluid coming in through lower hatch. I thought it was gas. Tried to contact pilot, but couldn't get him. I leaned back to signal upper gunner and motioned him to come down. When he came down he motioned to my chute which had accidentally opened and then I showed him where the fluid was coming in.

3. I guess the Pilot didn't know anything about it until he tried to get his wheels down. Then he circled the field until everyone had landed; then he tried to shake his wheels down.

4. After trying to get the wheels down, he started for the coast. Then through the inter-phone I heard something that sounded like the signal to bail out; which I figured to be bail out; when I gave the signal. Then I started shaking like a leaf, thinking of the condition of my parachute. After a while I stopped shaking, got disgusted and I did not seem to care about anything.

5. A little later I heard the Pilot say "Bail out" and I heard three rings of the bell. I went to the edge of the hatch - S/Sgt Wilson gathered my silk together. I went out head first and Wilson gave a shove with his foot and threw the silk out after me. The chute was ripped, but it was not too bad. I landed in Ipswich.

Irving Binney
IRVING BINNEY,
S/SGT, 32813178.

-Incl. #3.

630TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
OFFICE OF THE ENGINEERING OFFICER

AAF Station 170,
10 March 1944.

S T A T E M E N T

A-20G-25 Airplane, A.A.F. Number 43-9214, was in the best possible mechanical condition prior to its crash. Both emergency air brake shuttle valve housings were cracked. This defect was being carried on a "red diagonal". The emergency air brake system had been checked, and was found to be functioning properly. It was decided that this defect would not affect the airplane performance. This was the only known defect to have existed prior to its crash.

The hydraulic reservoir had been checked, and filled with fluid the day before its crash. On the preflight inspection, the morning of March 4, 1944, the airplane was found to be functioning properly, and was ready for any mission.

It had been reported on two previous flights, that a fuel leak existed in the bomb-bay tank. As reported by the pilot, the fuel would leak from the bomb-bay tank, flow to the rear of the bomb-bay, and from there enter the rear cockpit. It was also noted that on both occasions the tanks were about seventy-five (75) gallons of fuel low. Close inspection by the squadron and group inspectors disclosed no condition that would cause the fuel tank to leak. It was decided that when the tank was full, certain attitudes of flight would cause a certain amount of fuel to syphon through the overflow line. It was also decided that the airplane should not be grounded, but should be flown with approximately seventy-five (75) gallons of fuel less than its normal capacity. On a test flight, it was found that it would not leak with this amount of fuel.

Prior to take-off on mission on which subject airplane crashed, it was noted in Form 1A that there was approximately seventy-five (75) gallons less fuel in the bomb-bay tank.

Charles M. Stewart
CHARLES M. STEWART,
1st Lt., Air Corps,
Engineering Officer.

Incl. #4.

R E S T R I C T E D

360.33

3rd Ind.

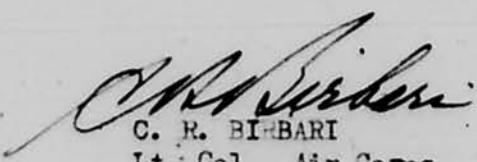
E-I-11

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 24 March 1944.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:


C. R. BARBARY
Lt. Col., Air Corps,
Asst. Adj. General.

4 Incls:

n/c (2cys ea w/d).

- 2 -

R E S T R I C T E D

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

APO 638, U.S. Army,
14 March 1944.

SUBJECT: Transmittal of AAF Form 14. 360.33

TO : Commanding General, IX Bomber Command, APO 638, U.S. Army.

1. Transmitted herewith is the AAF Form 14 (in quadruplicate) on 2nd Lt. William B. Ostrander in A-20G-25 airplane, army serial number 43-9214.

For the Commanding Officer:



John M. Bonura
JOHN M. BONURA,
1st Lt., Air Corps,
Acting Adjutant.

4 Incls:
AAF Form 14 and Inclosures (in quadruplicate).

360.33 1st Ind.
HEADQUARTERS IX BOMBER COMMAND, APO 638, U. S. ARMY, 21 March 1944. E-J-4

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

Approved.

For the Commanding General:

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

4 Incls: n/c (1 cy ea w/d)