

508

Accident No. 71-1-24-508

Date

Checked by

W.M. 2-16-44

Analyzed by

C.L. 2-18-44

Copied for Wright

Field by _____

Notes _____

122519-13

Accident No.

Pilot's Name

Karr

14 Nature Group

Deferred forced landing

98

Specific Nature

3/ heels up

67

Underlying Nature

Weather

100 %

33

Cause Group

Weather

85

Specific Cause

31

Underlying Cause

Cause Group

Specific Cause

Underlying Cause

WAR DEPARTMENT CANCELLED OR CHANGED
 A. A. No. 89-100-10. 14
 CLASSIFIED and May 14, 1962

SECRET

ACCIDENT NO. _____

TO _____
 BY AUTHORITY OF W. G. A. 7
 DATE 13 June 45
 REPORT OF AIRCRAFT ACCIDENT

WAR DEPARTMENT
 FORCE COMPOSITE COMMAND
 U. S. ARMY AIR FORCES

W. G. A. 7
44-1-24-508

BY W. G. A. 7 (1) Place Belmullet - Fire (2) Date 24 January 1944 (3) Time 4 1510 GMT.
 AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-97443 (6) Station _____
 Organization: (7) 8th AF ATC (8) 457th Bomb (9) 748th Bomb
 (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	Karr, Donald G	P	0-00829	2nd Lt.	18	AG	8th AF	None	No
OP	Haight, John E	P	0-781731	2nd Lt.	20	"	"	"	"
W	Condon, Richard H	W	0-890978	2nd Lt.	20	"	"	"	"
B	Appl, Joel H	B	0-891978	2nd Lt.	20	"	"	"	"
E	Kriss, Ken H	E	32829400	S/Sgt.	20	"	"	"	"
E	Finkelstein, Phillip M	E	32829500	Sgt.	20	"	"	"	"
E	Woodell, Morris J	E	42100220	S/Sgt.	20	"	"	"	"
A-R	Papreth, Eugene H	A-R	32478767	Sgt.	20	"	"	"	"
A-S	Rogers, Paul H	A-S	32480458	Sgt.	20	"	"	"	"
A-O	Edwards, Charles L	A-O	10083084	Sgt.	20	"	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) Karr Donald G (21) 000829 (22) 2nd Lt. (23) 18 (24) AG
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th ATC (26) 457 (27) 748 (28) In Transit
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th A.T.C. ATC (30) 457 (31) 748 (32) In Transit
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) May 28 '43 Present rating (35) P (36) May 28 '43 Instrument rating (37) AUG 30, 1943
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
 (38) This type B17 Approx. 400 (42) Instrument time last 6 months Approx. 150
 (39) This model B17G " 75 (43) Instrument time last 30 days " 25
 (40) Last 90 days " 570 (44) Night time last 6 months " 100
 (41) Total 700 (45) Night time last 30 days " 30

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>0 4</u>	Turret Ball
(47) Engine(s) <u>4 4 4 4</u>	Chin Turret
(48) Propeller(s) <u>4 4 4 4</u>	Undercarriage
	Props - All Four

(50) Weather at the time of accident overcast 17
 (51) Was the pilot flying on instruments at the time of accident Yes - up to few minutes before
 (52) Cleared from Goose Bay (53) To Natts Corner (54) Kind of clearance Instrument
 (55) Pilot's mission Trans-Atlantic - To Natts Corner.
50

(56) Nature of accident Belly landing wheels up.

Weather closed in.

CLASSIFIED OR CANCELLED OR CHANGED
 TO "RESTRICTED"

BY AUTHORITY OF W. G. A. 7
 BY W. G. A. 7 DATE 13 June 45

SECRET

DESCRIPTION OF ACCIDENT

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

Took off from Goose Bay at 0115 hours GMT 24 Jan 1944....varying course around 88 degrees true according to variation. 11 Zones of weather forecast, and first 6 came out as forecast at Goose, namely that 15,000 would clear everything. First 5 zones had forecast clearing everything at 11,000 which was also OK. At the end of Zone 6 which was 176 nautical miles, started icing up at 15,000 and was forced higher, running into Zone 7 with forecast of clearing everything at 15,000, they were forced up to as high as 27,640 feet at one time, and still in overcast and icing conditions, with temperatures of 55 below. At this time oil pressure in number 2 dropped to 45 pounds and the other three to 65 lbs. Deicers and Antideicers used through all this weather, and 2 inches of ice appeared on the cowlings. This condition continued through Zones 8 and 9, and they let down through this because of ice conditions. Zone 10 forecast was to let down to 7000 and clear everything on approaching Nutt's Corner, but conditions appeared unchanged through this zone also.

Picked up Deernycross Beacon about 600 miles out of Ireland, but the signal was too weak to rely on for a homing. Got a QTF from Prestwick on the Liaison set about 800 miles west of Ireland (Fix of Lt. and Long) which showed them to be 6 miles south of course, so a course of 108 magnetic was maintained. According to flight plan aircraft was to change to 96 deg mag heading when 21 minutes west of Ireland, or about 75 miles out.

Hit the coast of Ireland at 1105 hours GMT exactly on course, namely at the mouth of the River Erne near town of Ballyshannon, and knew their position. Flying at 1000 feet or lower at the time, but visibility was so short they had to turn 180 degrees and go out into Donegal bay again. Then tried to probe through the heavy weather by going to a safe altitude to clear all mountain barriers, but icing conditions forced a turn back after flying east for about 20 miles over land. Couldn't get Belleek Radio station until they were practically on top of it, at approximately 1110 hours.

Then tried to probe through the weather to Eglinton to the Northeast, but to no avail because of icing conditions and poor visibilities. At this point the radio compass went completely out and spun around, because of heavy precipitation and static.

Received a QM on Prestwick (85 degrees) but didn't have enough gasoline to make it, so gave up this idea. Contacted Nutt's Corner by voice radio (NAGAR) but couldn't hear them very well and it is believed that Nutt's Corner told them to stop broadcasting about 1200 hours (but not sure of this signal because of static interference).

Then started westward along the coastline of the south shore of Donegal Bay, passing Killai Bay, Pig Island and Broad Haven and Erris Head, then went down south to Achill Island and its surrounding mountains...this was about 1200 hours GMT.

At this time, started looking for a landing field,...and dragged several prospective fields inland, a short distance from Belmullet, and finally sat down in a field about 2 miles 75 degrees true from Annagh Head and about 4 miles 305 degrees true from Belmullet.

Crew members followed standard ditching procedure, throwing all incendiaries and flares out, and went to radio compartment releasing escape hatches. Tail wheel let down and helped slow down the ship as it touched, for a belly landing on comparatively soft ground, catching chin turret, ball turret, four props. Fuel and ignition switches cut at approximately 15 feet before touching down.

Lt Karr selected one of the best fields available in this area of generally rugged terrain, and made an excellent landing under the circumstances.

Time of landing 1510 hrs. GMT.

James S. Sutton
JAMES S. SUTTON
Colonel, AG.

Richard N. Ellis
RICHARD N. ELLIS,
Lt Col, AG.

John A. Dee
JOHN A. DEE,
Capt, AG.

AIRCRAFT ACCIDENT INVESTIGATING COMMITTEE.

8th AIR FORCE COMPOSITE COMMAND.

Signature _____

(Investigating Officer)

Date 2nd FEBRUARY 1944.

SECRET

HEADQUARTERS
VIII AIR FORCE COMPOSITE COMMAND
ARMY AIR FORCE STATION - 251
APO 639

H-1-5

360.33

4 FEB 1944

SUBJECT: Report of Aircraft Accident.

TO : CG, Army Air Forces, Washington, DC.
CG, Air Transport Command, Washington, DC.
CG, European Wing, Air Transport Command, APO 636, US Army.
CG, Eighth Air Force, APO 633, US Army.
CG, Flight Control Command, AAF, Winston Salem, NC.
CG, North Atlantic Wing, Air Transport Command, Presque Isle, Me.

Attached is aircraft accident report covering accident of B-17G, AF No. 42-27443 at Belmullet - Eire on 24 January 1944.

For the Commanding General:

J. H. Hyland
JOHN H. HYLAND,
LT. COL., A.G.D.,
ADJUTANT GENERAL

Encl. 7
Form 14

SECRET