Accident No.

Pilot's Name: Carr

98. Specific Nature: Helicopter
67. Underlying Nature: Weather

100. Cause Group: Weather
85. Specific Cause: Weather
31. Underlying Cause

Cause Group
Specific Cause
Underlying Cause
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT NO. 

BY AUTHORITY OF 

DATE 

WAR DEPARTMENT 

MISSION DISTRICTED 

U.S. ARMY AIR FORCES 

REPRESENTING COMMAND 

AIRCRAFT: (4) Type and model 

Organization: (7) 

(Airborne and Air Force) 

(Station) 

(Squadron) 

PILOT CHARGED WITH ACCIDENT 

(Years) 

(Flight hours) 

(Flight hours) 

(Flight hours) 

(Flight hours) 

AIRCRAFT DAMAGE 

(45) Instrument time last 6 months. 

(46) Aircraft. 

(47) Engine(s). 

(48) Propeller(s). 

(49) Weather at the time of accident. 

(50) Nature of accident. 

(51) Weather closed in. 

CLASSIFIED OR CANCELLED OR CHANGED. 

RESTRICTED.
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 60 degrees true according to variation. 11 Zones of weather forecast, and first 6 came out as forecast at Goose, namely that 10,000 would clear everything. First 6 zones had forecast clearing everything at 11,000 which was also OK. At the end of Zone 7 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 27,000 feet at one time, and still in overcast and icing conditions, with temperatures of -26 below. At this time oil pressure in member 2 dropped to 40 pounds and the other three to 65 lbs. Delays and Antiloers used through out all this weather, and 2 inches of ice appeared on the cowling. This condition continued through Zones 8 and 9, and they let down through this because of icing conditions. Zone 10 forecast was to let down to 7500 and clear everything on approaching Nuth's Corner, but conditions appeared unchanged through this zone also.

Picked up Deeneycross Beacon about 600 miles out of Ireland, but the signal was too weak to rely on for a homing. Got a QTH from Prestwick on the Liasen set about 300 miles west of Ireland (Pix of Lt. and Long) which showed them to be 6 miles south of course, so a course of 106 Magnetic was maintained. According to Flight plan aircraft was to change to 50 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 Arne 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 1100 hours.

Then tried to probe through the weather to Arlington 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 QTH on Prestwick (60 degrees) but didn't have enough gasoline to make it, so gave up this idea. Contacted Nuth's Corner by voice radio (NAVAR) but couldn't hear them very well and it is believed that Nuth'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 Killala 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, starting looking for a landing field...and dragged several prospective fields inland, a short distance from Belmullet, and finally sat down in a field about 8 miles 75 degrees true from Aunagh Head and about 4 miles 305 degrees true from Belmullet.

Grew 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, bell turret, four props. Fuel and ignition switches out at approximately 15 feet before touching down.

Lt. Kerr 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 1310 hrs. GMT.

[Signatures]

JAMES S. SUTTON
Colonel, AC.

RICHARD N. ELLIS
Lt Col, AC.

JOHN A. DEE
Capt, AC.

AIRCRAFT ACCIDENT INVESTIGATING COMMITTEE
8th AIR FORCE COMPOSITE COMMAND.

Signature
(Investigating Officer)

Date 2nd FEBRUARY 1944

[Stamp]
SECRET

HEADQUARTERS

VIII AIR FORCE COMPOSITE COMMAND

ARMY AIR FORCE STATION - 221

APO 689

S60.55

4 FEB 1944

SUBJECT: Report of Aircraft Accident.

TO: GC, Army Air Forces, Washington, DC.
   GC, Air Transport Command, Washington, DC.
   GC, Flight Control Command, AAF, Winston Salem, NC.
   GC, North Atlantic Wing, Air Transport Command, Presque Isle, Me.

Attached is aircraft accident report covering accident of B-17G, AF No. 42-39443 at Belmullet - Fire on 24 January 1944.

For the Commanding General:

JOHN R. HYNES,
LT. COL., A.O.C.,
ADJUTANT GENERAL

Encl. 7
Form 14

SECRET