

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Wayne, Nebraska

(1) Place **(2 mi South, 2 1/2 East of Wayne, Nebr.)** (2) Date **4 October, 1942** (3) Time **0825 GST**
 Aircraft (4) Type and model **B-24-D** (5) A. F. No. **41-23851** (6) Station **Army Air Base, Sioux City, Iowa**
 Organization: (7) **24 AF** (8) **307th B (H)** (9) **424th Bmb (H)**
(Command and Air Force) (Group) (Squadron)

PERSONNEL

duty	NAME (Last name first)	RANK	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	Samsy, Max J.	P	0424549	1st Lt.	2-0-1	AR	24 AF	Minor	
Co-P	Jones, Wilbur E.	CO-P	0087708	2d Lt.	2-0-1	AR	24 AF	Minor	
E	Elough, James B.	E	0726477	2d Lt.	2-0-1	AR	24 AF	Fatal	
E	Austin, Howard C.	E	0070428	2d Lt.	2-0-1	AR	24 AF	Fatal	
E	Hertzog, Joe G.	E	10018749	Sgt.	1-3-1	RA	24 AF	Minor	2
Asst E	Hansen, Jay S.	E	10046140	Sgt.	1-3-1	RA	24 AF	Minor	2
E	Boylar, Ray F.	E	20072338	Sgt.	1-3-1	27 AMB	24 AF	Minor	2
Asst E	Williams, Alfred H.	E	2411562	Sgt.	1-3-1	27 AMB	24 AF	Minor	2
1/G	Berry, Paul L.	G	12048828	Sgt.	1-3-1	RA	24 AF	Minor	

PILOT CHARGED WITH ACCIDENT

(20) **Samsy, Max J.** (21) **0424549** (22) **1st Lt.** (23) **2-0-1** (24) **AR**
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) **24 Air Force** (26) **307 B (H)** (27) **424th B (H)** (28) **Army Air Base, Sioux City, Iowa**
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) **24 Air Force** (30) **307 B (H)** (31) **424th B (H)** (32) **Army Air Base, Sioux City, Iowa**
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) **Pilot** (34) **Aug 15, '41** recent rating (35) **Pilot** (36) **Aug 16, '41** Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

Five Piston Hours:

(for the time of this accident)

(38) This type **B-24** **33:55** (47) Instrument time last 6 months _____
 (39) This model **D** **33:55** (48) Instrument time last 30 days _____
 (40) Last 90 days **B-24-D and B-17-B** **111:43** (44) Night time last 6 months _____
 (41) Total **414:35** (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft N	Complete Wreck
(47) Engine(s) N	
(48) Propeller(s) N	

(50) Weather at the time of accident **Thin high scattered 150/40/40 22 3/1002**
 (51) Was the pilot flying on instruments at the time of accident **No**
 (52) Cleared from **Sioux City** (53) To **Local** (54) Kind of clearance **Contact**
 (55) Pilot's mission **Air Speed Calibration**

(56) Nature of accident **During Air Speed calibration test while making normal 180° turn, No 3 engine missed and began to vibrate; No 2 engine was feathered by pilot; thereafter, No 2, and No 1 engines began vibrating and were feathered by pilot. Pilot attempted belly landing in field upon realization that he would be unable to return due to condition of engines.**
 (57) Cause of accident **Ice formation in carburetors of all engines causing said engines to vibrate.**

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Hayne, Nebraska

08:25 Sky #3-10-4-21

Number 3 engine started vibrating and running rough in flight. Pilot feathered prop and headed toward field. Crew was ordered to stand by with chutes on. In succession, number 2, 1 and 4 engines started cutting out and vibrating. Pilot feathered prop and ordered crew to bail out. Four of the men jumped and landed safely. Pilot rode the ship down to a crash landing. Three members of crew. (besides the pilot

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and co-pilot) did not bail out. Bombardier and navigator were fatally injured. Why they failed to bail out is undetermined, as pilot's orders were issued early and precaution taken that entire crew received the orders and understood the situation.

Examination of carburetor revealed water marks on the ventura tubes caused by icing. Cause of accident is attributed to that.

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It is recommended that provision be made for removing carburetor ice either by alcohol injection or by mechanical means. Present inter-cooler shutter control is deemed inadequate.