

RESTRICTED

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Cronk NY Irree Loo, Isle of Man (2) Date 4 July 1944 (3) Time 1540
 AIRCRAFT: (4) Type and model AT 23 297 (5) A. P. No. 41-35791 (6) Station AAF Station 485
 Organization: (7) IX BC, Ninth AF (8) 322 Bomb Gr (9) 449th Bomb Squadron
 (Command and Air Force) (Group) (Squadron)

PERSONNEL IBM

2358

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	Hoover Charles W.	P	1624	Major	TS 1	AC	IX BC	Minor	None
X	Swain Lloyd E.	R	6425	1st Lt	TS 1	AC	IX BC	Fatal	None
E	Leather Ralph E.	X	2437	Capt	TS 1	AC	IX BC	Fatal	None
X	Cundiff Morion A.	M	6686	Capt	TS 1	MC	IX BC	Fatal	None
X	Scull Howard M.	M	1908	Major	TS 1	MC	IX BC	Fatal	None
O	Botsford Robert C.	O	7385	1st Lt	TS 1	AC	IX BC	Fatal	None
X	MacConisky Duke A.	X	5501	Major	TS 1	AC	IX-ASG	Major	None
N	Schekzer Roy A.	N	7081	Capt	TS 1	AC	IX BC	Fatal	None

(20) Hoover Charles W. (21) 1624 (22) Major (23) IX (24) AC
 (25) IX BC, Ninth AF (26) 322 Bomb Gr (27) 450th Bomb Sqdn (28) AAF Station 485
 (29) IX BC, Ninth AF (30) 322 Bomb Gr (31) 450th Bomb Sqdn (32) AAF Station 485
 Original rating (33) P (34) Aug 5 1942 Present rating (35) P (36) Aug 5 1942 Instrument rating (37) March 13 1944

FINER PILOT HOURS:
 (38) This type 524100 (39) This model 5100 (40) Last 90 days 118100 (41) Total 800106
 (42) Instrument time last 6 months 3:15 (43) Instrument time last 30 days None
 (44) Night time last 6 months (45) Night time last 30 days

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	Complete washout
(48) Propeller(s)	

(49) Weather at the time of accident Visibility 7 miles, cloud 4/10 to 6/10 at 1000 feet; 10/10 coverage from 2000 to 3000 feet, hill covered by clouds from time to time.
 (50) Was the pilot flying on instruments at the time of accident Yes.
 (51) Cleared from AAF Station 485 (52) To AAF Station 597 (53) Kind of clearance Instrument
 (54) Pilot's mission Administrative flight.
 (55) Nature of accident Flew into upslope near top of mountain while on instruments in dense clouds.
 (56) Cause of accident Pilot error - lack of judgment in negotiating hills on Isle of Man.
 (57) Has Form 54 been submitted? No.

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AIRCRAFT CLEARANCE * NON-OPERATIONAL CROSS COUNTRY * AIRMAIL

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DATE JULY 4

NAME OF STATION ANDREWS FIELD * Station R/T Call Sign MONKBACK * Frequency 6440

TYPE OF AC AT 23 AC NO. 791 Z HOME STATION 485
 (If a flight of A/C, list A/C no. of each and name of pilot and attach list of crew and passenger on each)

CREW	PASSENGERS
1. Hoover, C.W. Maj P	6. MacConisky Maj.
2. Swain, F. 1st Lt. CP	7. Cundiff Capt.
3. Schekzer, R. Capt. N	8. Botsford 1st Lt.
4. Scull, H. Maj. R X	9.
5. Leather, R. Capt. E	10.

Destination Lansford Lodge Cruising Speed 210 MPH
 ETD 1300 ETA 1500 Hours of Fuel 4 plus
 Station HF R/T Call Sign at Destination BARPHORD Frequency 6440 KCS
 Station VHF R/T Call Sign at Destination Channel KCS
 Station HF W/T Call Sign at Destination Frequency KCS
 Aircraft Call Sign R/T Northpole 3 W/T
 Aircraft keeping watch on HF R/T 6440 KCS. VHF R/T Channel 16 HF W/T
 W/T Code Carried for Date
 (Bomber Code, A.P. 1927, Almetco, etc.)

Route BASE - HILL - RONALDWAY - BETAERRY - LANSFORD LODGE

(To be filled in by FCO in accordance with provisions of S.D. 158)

Route Weather Forecast Broken to overcast - Cls 2000-2500 lowering to 400-600' over hills around Liverpool and becoming 800 - 1000' at Lansford Lodge.

Via 400 miles 2-3 in rain showers Signed R. C. BOTSFORD 1st Lt., AC.
 (To be furnished by Station Weather Staff)

Contact Flight Instrument Flight X 646
 (Applicable classification to be indicated by Station Weather Staff)

Pilot has been briefed for flight and obtained colors of the period and verification tables for the period from 0800-1400 hrs. to 1400-2000

SIGNED: ALAN L. JACOB (Duty FCO's Signature) SIGNED: CHARLES W. HOOVER (Pilot's Signature)

Actual Time of Departure Departure Signal Sent
 Original to be carried by pilot, and is to be turned in at DESTINATION replicate to be held in Control Office.
 USSTAR form 1-2

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DESCRIPTION OF ACCIDENT

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

1. AT-23 aircraft 41-35791, piloted by Major Charles W. Hoover, while proceeding from AAF Station 485 to AAF Station 597, encountered low cloud over the Irish Sea. Major Hoover was able to maintain contact flight at an indicated altitude of 700 feet. Realizing that the hills of the Isle of Man lay very nearly on course and because low cloud lay on the water, Major Hoover called his navigator, Captain Schekzer to assist in planning their course of action. Their position was somewhat uncertain, inasmuch as they had been using dead reckoning for some distance since leaving the English coast. Knowing that the highest hills on the Island were in the northern and central parts of the Island, Captain Schekzer gave Major Hoover a course correction which turned them to approximately 300° magnetic. At the same time, Major Hoover established an instrument procedure climb of 180 MPH, 500 feet per minute. They were able to see the Island before they had proceeded into cloud. Major Hoover's last recollection before the crash was of his instrument climb and that he had gained an altitude of approximately 1400 feet.

The aircraft flew into Cronk NY Irree Loo, the top of which is 1449 feet high, about 150 feet below the top, and about 300 yards away, on a fairly gentle upslope. After traversing about 150 yards of upslope, a sharp rise of five or six feet began the disintegration of the aircraft. The engine was lost some 75 yards further on, below another sharp rise of about 20 feet; two crew members were thrown clear at this point. The remaining parts of the aircraft and the rest of the crew were spread over the top of the hill. The wing and center section of the fuselage burned. The pilots compartment, in which both survivors were riding, rolled clear of the other wreckage. There was no malfunction of aircraft or equipment.

2. The accident was caused by pilot error, in that proper judgment was not used in planning the course of action necessary to clear the hills on the Isle of Man.

3. It is strongly recommended by us, and also by the Royal Air Force personnel on the Isle of Man, that an attempt be made to eliminate the many fatal accidents which occur there. This might be achieved by a process of more strict briefing for the route, or possibly special authorization for flights in that area when performed by other than regular ATC pilots who are familiar with the hazards involved.

Signature Glenn C. Nye
 GLENN C. NYE, Col., Air Corps.
 FRANK P. TAYLOR, Lt. Col., Air Corps.
 WALTER O. SILER, JR., Capt., Air Corps.

Date 10 July 1944

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