REPORT OF AIRCRAFT ACCIDENT

(1) Place: R.A.F. Station Oakington. (2) Date: 10 May 1944. (3) Time: 1625.
(4) Aircraft: (5) Type and model: C-77. (6) A.F. No.: 42-37132. (7) Station: A.A.F. Station 130.
(8) Organization: (9) 93th A.F. (10) 157th (11) 75th (12) Sq. (Group). (13) (14).

**PERSONNEL**

<table>
<thead>
<tr>
<th>DUTY</th>
<th>NAME</th>
<th>RANK</th>
<th>SERIAL NO.</th>
<th>RACE</th>
<th>PERSONNEL X</th>
<th>BRANCH</th>
<th>AIR FORCE ON COMMAND</th>
<th>REASON TO RETURN TO PERSONNEL</th>
<th>USE OF PERSONNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>(15)</td>
<td>P maiy, vincent H.</td>
<td>Capt.</td>
<td>0-733333</td>
<td>61</td>
<td>3rd</td>
<td>2nd Lt.</td>
<td>6th</td>
<td>None</td>
<td>None</td>
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<td>(16)</td>
<td>norman, joseph s.</td>
<td>Capt.</td>
<td>0-754025</td>
<td>61</td>
<td>3rd</td>
<td>2nd Lt.</td>
<td>6th</td>
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<td>(17)</td>
<td>cuccia, lionel L.</td>
<td>Capt.</td>
<td>0-692376</td>
<td>61</td>
<td>3rd</td>
<td>2nd Lt.</td>
<td>6th</td>
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<tr>
<td>(18)</td>
<td>meourke, daniel S.</td>
<td>Capt.</td>
<td>0-754772</td>
<td>61</td>
<td>3rd</td>
<td>2nd Lt.</td>
<td>6th</td>
<td>None</td>
<td>None</td>
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<tr>
<td>(19)</td>
<td>berry, jack s.</td>
<td>Capt.</td>
<td>55410008</td>
<td>61</td>
<td>3rd</td>
<td>T/Sg.t.</td>
<td>6th</td>
<td>None</td>
<td>None</td>
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<td>(20)</td>
<td>erikson, stanley</td>
<td>Capt.</td>
<td>0-820653</td>
<td>61</td>
<td>3rd</td>
<td>T/Sg.t.</td>
<td>6th</td>
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<td>(21)</td>
<td>kelso, charles P.</td>
<td>Maj.</td>
<td>0-736008</td>
<td>61</td>
<td>3rd</td>
<td>T/Sg.t.</td>
<td>6th</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

**PILOT CHARGED WITH ACCIDENT**

- **Name:** maiy, vincent H.
- **Rank:** Capt.
- **Serial No.:** 0-733333
- **Race:** 61
- **Personnel Class:** 3rd
- **Branch:** 2nd Lt.
- **Air Force on Command:** 6th
- **Reason to Return to Personnel:** None
- **Use of Personnel:** None

**First Pilot Hours:**
- **Type:**
- **Model:**
- **Last 90 days:**
- **Total:**

**AIRCRAFT DAMAGE**

- **No. 1:** Nose section damaged, Airplane salvaged.
- **No. 2:** None
- **No. 3:** None

**WEATHER AT THE TIME OF ACCIDENT:**

**Causes of Accident:**
- **Short in electrical system causing fire in bombardier's compartment.**
- **Burned oxygen lines fed the fire, causing extreme heat.**

**AAF Form 58 has not been submitted.**
DESCRIPTION OF ACCIDENT

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

Aircraft #42-77122 took off from AAF Station 130 at 13:23 on a routine practice bombing and navigation flight to RAF Station Oakley. Aircraft #77122 landed at RAF Station Oakley at 15:00. While taxying back out for take-off from RAF Station Oakley a short in the electrical wiring near the drift meter in the bombardier's compartment caused a fire near the drift meter. As the Navigator reached for the fire extinguisher an oxygen line burned and fed the flames, causing intense heat and flames, which rapidly spread throughout the entire nose section of the aircraft. The pilot stopped taxying, cut the engines and ordered everyone out of the airplane. All members of the crew left the aircraft without injury except the bombardier who, after going out by way of the bombardier's escape hatch, stepped into the slowly revolving #2 propeller suffering minor bruises on the chest and back. The #2 engine was not running, but the propeller had not yet ceased to rotate. The station fire trucks were summoned and succeeded in extinguishing the flames only after the fire had caused extensive damage to the nose section of the aircraft. All the wiring to the instrument panel in the cockpit was destroyed, the interior of the bombardier's compartment burned out, and the skin wrinkled and burned through near the #2 station on the right side of the aircraft.

The accident was due entirely to mechanical failure and involved no pilot error.

Upon inspection of the aircraft no evidence of sabotage was present.

The aircraft was turned over to 3rd S.A.D. Abbotts Ripton for salvage.
While on a training flight 10 May 1944, I landed at Oakley. While taxiing out for take-off at 1625 hours, smoke began to rise from base of drift meter. It smelt like insulation burning. I called the navigator to find out what it was, meanwhile I had stopped the plane on the taxi strip. He saw the smoke and reached for the fire extinguisher. As he reached for the extinguisher, it burst into flame. Before he could get to the extinguisher, which was stationed behind the drift meter, the oxygen line melted. Approximately 250 pounds of oxygen fed the flame which filled the nose of the ship. The crew escaped with minor injuries. No exact statement can be made as to the cause of the accident.

VINCENT H. MAYS,
Capt., Air Corps,
Pilot.
RESTRICTED

STATEMENT

17 May 1944

No statement has been received from Flying Control

R. A. F. Oakley,

Arthur D. Snow,
Capt, Air Corps,
Accident Officer.

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