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CANCELLED OR CHANGED
CLASSIFICATION No.

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

44-32505
DATE 2-5-45

(1) Place North, Norfolk County, England (2) Date 2 March 1945 (3) Time 0900
 AIRCRAFT: (4) Type and model B-24H (5) A. F. No. 41-28669 (6) Station 123
 Organisation: (7) 8th (8) 158th (9) BH (10) 752d (11) 2180
 (Command and Air Force) (Group) (Squadron) (Group)

PERSONNEL

DUITY	NAME (Last name first)	GRADE	Serial No.	RAVE	PERSONNEL CLASS	GRADE	AIR FORCE OR COMMAND	EMPLY TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01/P	KENNETH MARKS CORRELL	P	0-747169	2d LT	01	AC	8th	Minor	No
02/CP	LOUIS JOSEPH SCHNEFELD	CP	T-1745	F/O	92	AC	8th	Fatal	No
03/N	PAUL A. SEDMAN	N	0-904197	2d LT	01	AC	8th	Fatal	No
04/B	STONEY (NMI) ROSENTHAL	B	0-688403	2d Lt	01	AC	8th	Fatal	No
05/RO	CALOIN DALE CRISWELL	RO	17162058	S/Sgt	20	AC	8th	Fatal	No
06/E	PAUL FRANCIS DIRKER	E	16126851	S/Sgt	20	AC	8th	Minor	No
07/G	JOHN ERWIN HIBERT	G	39265138	Sgt	20	AC	8th	Fatal	No
08/G	ROCCO LOUIS IMUNDO	G	32337250	Sgt	20	AC	8th	Fatal	No
09/G	RUSSELL JAMES LACOCK	G	18031748	Sgt	20	AC	8th	Fatal	No
10/G	DEWEY PRICE ADAMS, JR.	G	35682763	Sgt	20	AC	8th	Fatal	No
11	<i>Mr. Anderson Captain</i>				93				
12	<i>James Henry and Capt. Clayton</i>								
13	<i>(Captains and Lieutenants)</i>								

PILOT CHARGED WITH ACCIDENT

(20) CORRELL KENNETH (Last name) (First name) (Middle initial) (21) 0-747169 (22) 2d Lt (23) 01 (24) AC
 Assigned (25) 8th (26) 158th BH (27) 752d BH (28) AAF 123 2180
 (Command and Air Force) (Group) (Squadron) (Group) (Station)
 Attached for flying (29) (30) (31) (32) (33) (34)
 (Command and Air Force) (Group) (Squadron) (Group) (Station)
 Original rating (35) Pilot (36) Present rating (37) Pilot (38) 20/5/43 Instrument rating (39) (40)

PILOT'S HOURS:
(at the time of this accident)

(41) This type 313:40 (42) Instrument time last 6 months
 (43) This model 231:05 (44) Instrument time last 30 days
 (45) Last 90 days 219:05 (46) Night time last 6 months
 (47) Total 702:30 (48) Night time last 30 days

AIRCRAFT DAMAGE

(49) Aircraft W 5 5 5 5
 (50) Engine(s) 5 5 5 5
 (51) Propeller(s) 5 5 5 5
 (52) Weather at the time of accident CAVU
 (53) Was the pilot flying on instruments at the time of accident
 (54) Cleared from AAF Station 123 (55) To 2180 (56) Kind of clearance Contact
 (57) Pilot's mission Combat Operational
 (58) Nature of accident Aircraft crashed and burned after takeoff
 (59) Cause of accident 75% Pilot Error - 25% Weather
 (60) No

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DESCRIPTION OF ACCIDENT

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

AAF Aircraft B24-H 41-28669 on the morning of 2 March 1944 took off on an operational combat mission proceeding about a quarter of a mile and crashed.

LT KENNETH W. GORRELL took off from AAF Station 123 using runway going into the south west at 236°. Upon becoming airborne the aircraft appeared never to assume a normal flying attitude. It assumed a tail low or stalling attitude from take off and seem to increase until ship crashed. The vertical stabilizer on the left side struck the roof of house at 6 Berkley Close, Hellesdon, Norwich, causing damage to roof and ceiling of house. This first contact swerved ship from original flight path about 60°. The ship next hit the ground and skidded up against the side of a house located at 9 Pinewood Close, Hellesdon, Norwich. At which spot ship caught fire and burned. The pilot, radio operator and engineer were the only survivors.

The damage to private property and claims are included in the inclosures. The RAF Damage Officer was notified in accordance with 8th AF Memo 60-28.

The negligence of the pilot in not checking for the presence of ice and ice on the wings are responsible for the accident.

There was no evidence of materiel failure involved.

Recommendation that in the future pilots make careful check for ice on wings.

Signature



JOHN A. HENSLER

Major, Air Corps

Technical Inspector

Date 2 March 1944

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FLYING CONTROL
AAF 123 APO 634

3 MARCH 1944

ACCIDENT STATEMENT

B-24-H, 669 G PILOTED BY LT. GORRELL TOOK OFF ON RUNWAY
23 FOR OPERATIONAL MISSION AT 0900, 2ND MARCH 1944. THE AIRCRAFT
LEFT THE RUNWAY AND OVER BORDER OF FIELD WAS OBSERVED (BY THE
AIRFIELD CONTROLLER ON DUTY) TO SUDDENLY STALL OUT AND COME DOWN
TAIL FIRST. FURTHER OBSERVATION WAS IMPOSSIBLE DUE TO THE FACT
THAT VIEW WAS OBSTRUCTED BY HOUSES.
WEATHER: WSW - 18 M.P.H. - 6 MILES VIZ.

Robert C. Sellers
ROBERT C. SELLERS,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER.

COPY:
DIVISION FLYING CONTROL
FORM 14 (GROUP OPERATIONS)
" " " "
PILOT CONCERNED
FILE.

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HQ 96TH COMBAT BOMBARDMENT WING (H)
AAF 123, APO 654

RES

JD

11 March 1944


STATEMENT

On 2 March 1944, the undersigned was standing on the roof, just outside the 96th Wing war room on the second floor of Wing Headquarters. General PECK and I were watching the ships taking off for that day's mission.

About twelve ships had taken off when one ship A/C # B-24H 41-27699 piloted by Lt. GORRELL was seen in a stalling position just after leaving the ground. He proceeded on about a quarter of a mile, stalling all the time, and losing altitude as a result of the "mushing". His tail was seen to strike either the ground or a house; the ship seemed to turn approximately 180 degrees to original course, and then strike the ground. He then either burst into flame or the resulting dust made us believe that it was flame. I believe that there might have been ice on the upper surface of the wing which caused him to stall and crash.

Colonel Luther J. Fairbanks and I were the first U.S. Army personnel to arrive at the scene of the crash. By this time, the radio operator and the aerial engineer had extricated the pilot from the crashed ship. They wanted to return to get more out but we ordered them not to since the bomb load and gasoline as well as the .50 cal ammunition was exploding making it too dangerous to attempt to re-enter the aircraft.

All possible aid was then given to firefighters, rescue of three civilians who were trapped in the house and removal and salvage of any worth while property.


LUTHER J. FAIRBANKS
Colonel, Air Corps
Operations Officer.


G. L. MASON
Colonel, AC
Executive.

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DAMAGES TO PERSONAL PROPERTY CAUSED BY:
CRASH OF AIRPLANE B24J - 41-28669

(9 PINWOOD CLOSE
HELLESDON
NORWICH

OCCUPANT: MR. BASIL ALFRED CLAXTON

OWNED BY: MR. RUSSELL STEWARD
THE FURS
OLD CATTON

INSURED:

MRS. BARBARA MAY CLAXTON
JUNE CLAXTON AGE 8 YRS.
MARY CLAXTON AGE 10 YRS.
JOHN CLAXTON AGE 3 YRS.

6 BERKLEY CLOSE
HELLESDON
NORWICH

OWNED BY: MR. PERCY ARNOLD NEWTON
ADDRESS ABOVE

THIS PROPERTY IS BEING PURCHASED FROM THE:
ABBAY ROAD BUILDING SOCIETY
ABBAY HOUSE
BAKERS STREET
LONDON NORTHWEST 1

DAMAGE: ROOF AND CEILING OF BUNGALOW.

5 BERKLEY CLOSE
HELLESDON
NORWICH

OWNED BY: MR. THOMAS PINCHER
ADDRESS ABOVE

THIS PROPERTY IS BEING PURCHASED FROM THE:
HUDDERSFIELD BUILDING SOCIETY

DAMAGE: ROOF OF THE BUNGALOW, HOLE IN GARAGE.

168 LINKS AVENUE
HELLESDON
NORWICH

OWNER: MR. JOHN FELIX STANNARD

DAMAGE: THIRTY PANES OF GLASS BROKEN IN GREENHOUSE.
UPROOTED PLUM TREE.

REAR OF NO. 166 & 164 LINKS AVENUE, HELLESDON
FENCE DAMAGED

OWNER: MR. RUSSELL STANNARD

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