

Accident No. _____

Pilot's Name Christy

Nature Group 06 landing

Specific Nature 40 SPINNING ENGINE PERFORMANCE - UNDETERMINED

Underlying Nature 00 undetermined

10070 Cause Group 37

Specific Cause 92 } undetermined

Underlying Cause 00

Cause Group 1st plane

Specific Cause zero cause

Underlying Cause 3rd plane

Specific Cause zero cause

Accident No. 44-212-302

Date

Checked by [Signature] 3-11-44

Analyzed by [Signature] 3-14-44

Copied for Wright Field by [Signature]

Notes [Signature]

~~SECRET~~

Accident No. 3 planes

BY AUTHORITY OF 65647
BY Jalo DATE 19 June 42
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place HAWARDEN - CHESHIRE (2) Date FEB - 12 - 1944 (3) Time 1358
AIRCRAFT: (4) Type and model P-38J 210 (5) A. F. No. 42-67913 (6) Station Langford-Ledge
Organization: (7) 8 AFSC (8) 27th A.T. (9) 311 Ferry Sq.
(Command and Air Force) (Group) (Squadron)

PERSONNEL

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)
01	CHRISTY, JAMES P.	P	0-918971	1st Lt.	10 01	AUS	8 AFSC	Killed	No.

PILOT CHARGED WITH ACCIDENT

(20) CHRISTY, JAMES P. (21) 0-918971 (22) 1st Lt. (23) 8 (24) AUS
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
Assigned (25) 8 AFSC (26) 27 A.T. (27) 311 Ferry Sq. (28) Magharry 2541
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8 AFSC. (30) 27 A.T. (31) 311 Ferry Sq. (32) Magharry 2541
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 19-10-42 Present rating (35) P (36) 12-2-44 Instrument rating (37) January, 1943
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
(38) This type 30hrs (42) Instrument time last 6 months
(39) This model 30hrs (43) Instrument time last 30 days
(40) Last 90 days 63hrs (44) Night time last 6 months 10hrs
(41) Total 1145hrs 35 min. (45) Night time last 30 days

AIRCRAFT DAMAGE

DAMAGE		(49) LIST OF DAMAGED PARTS
(46) Aircraft	<u>100%</u>	Complete
(47) Engine(s)	<u>100%</u>	Complete
(48) Propeller(s)	<u>100%</u>	Complete

(50) Weather at the time of accident Visibility 2500yds. Cloud 10/10 3000ft. Slight Drizzle,
Wind N-5m Pa h

(51) Was the pilot flying on instruments at the time of accident No.
(52) Cleared from Warton (53) To Hawarden (54) Kind of clearance Contact.

(55) Pilot's mission Ferrying Aircraft.
51

(56) Nature of accident Dive into ground.

(57) Cause of accident Flare stalled on approach causing it to spin into ground.

CLASSIFICATION CANCELLED OR CHANGED
"RESTRICTED"
TO 06 BY 65647
40 Jalo DATE 19 June

~~SECRET~~
RESTRICTED

~~SECRET~~

DESCRIPTION OF ACCIDENT

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

STATEMENT OF AIRCRAFT ACCIDENT CLASSIFICATION
BOARD

It is the opinion of the Investigators that the plane in making an approach at a slow air speed, stalled and spun into ground. The position of the wreckage shows that the aircraft hit in a vertical position from an altitude of about 300 feet.

Douglas S. Soper
Signature DOUGLAS SOPER, 1st Lt. Col., AC.
Alan Castle
ALAN CASTLE, Captain, AC.
Marion Z. Bessant
MARION Z. BESSANT, Captain, AC.
Fred R. Casoli
FRED R. CASOLI, 1st Lt. AC.

Date

~~SECRET~~

~~SECRET~~

No. 41 Operational Training Unit.
R.A.F. Station,
HAWARDEN,
Nr. Chester.

12 February, 1944.

CRASH OF LIGHTNING AIRCRAFT 7931 - PILOT LT.
JAMES P. CHRISTY.

Sir,

I have the honour to report that at 1337 hours to-day, 12, 2, 44, a Lockheed Lightning aircraft No. 7931, pilot Lt. James P. Christy, crashed in No. 7. dispersal, No. 48 M.U. just outside this airfield. In crashing it set alight two Wellington aircraft on the hardstanding where it hit. All three aircraft are "written off".

The weather was bad at the time with cloud base about 800' and horizontal visibility not more than 2,000 yards.

The Lightning appeared in the circuit just below cloud and circled the airfield. The Airfield Controller fired a green very cartridge at it to show that it had permission to land. The beacon was lit at the down-wind end of the runway in use (No. 32) as is usual in bad visibility.

The Lightning disappeared out of sight towards the North corner of the airfield and then re-appeared, as if it was coming in to land on Runway 19.

From the witnesses statements, attached at appendices "A", "B", "C", and "D", it would appear that the aircraft was flying at too low an airspeed and stalled and spun in. The engine splutter mentioned by W/O Bryan in his evidence (Appendix "B") does not, in my indication indicate an engine failure but was caused, in the opinion of S/Ldr. Hands, O.C. Servicing Squadron, and myself by the pilot speeding up an engine which had previously been running slowly.

An Investigating officer from U.S. Air Base, Burtonwood arrived here and saw me at 1530 hours and has requested that the witnesses statements, together with this letter may be forwarded to him.

I have the honour to be
Sir,
Your obedient servant,

/s/ H. LUCUS, S/Ldr.
Chief, Flying Instructor.
41 O.T.U. HAWARDEN.

CERTIFIED A TRUE COPY:

Fred R. Casoli
FRED R. CASOLI,

1st Lt., AC,
Member, A/C Classification Committee.

~~SECRET~~

~~SECRET~~

HF/DF Station,
R.A.F. HAWARDEN.

12 February, 1944.

Sir,

At approximately 1340 hours to-day an aircraft crash was witnessed from the D/F Station.

The aircraft, a Lockheed Lightning, had proceeded over the Station in a Northerly direction, height approximately 300 feet. It appeared to be in difficulty, engines were cutting out and back-firing. It recovered and continued course in the direction of Sealand.

I had just re-entered the D/F Station again when the noise of the engines cutting out was heard again. As I looked out of the door the engines ceased altogether, and the aircraft which was at about 100ft, rolled over to one side and nose-dived to the ground, immediately bursting into flames half a mile away.

Flying Control Officer, who is on direct line to us, was informed at once.

/s/ Cpl. F. Weston, 1454636
N.C.O. i/o HF/DF Station.

Officer Commanding,
No. 41. O.T.U.
HAWARDEN.

CERTIFIED A TRUE COPY:

Fred R. Casoli
FRED R. CASOLI,
1st Lt., AC,
Member, Aircraft Classification Committee.

~~SECRET~~

~~SECRET~~

APPENDIX "A"

First witness (F/O C.G. Tapson, 114,272) states:-

"On 12, 2, 44, at approximately 1315 hrs, I was standing outside "W" Flight, when I sighted a Lightning aircraft circling the airfield. It was at about 1,000 feet flying at about 200m.p.h. appeared to be quite normal and not in difficulties. The visibility at the time was about 2,000 yards.

A short while afterwards, I lost sight of the aircraft which was flying in a Northerly direction. A minute afterwards I again saw the aircraft approaching the aerodrome at approximately 300 feet down wind from a Northerly direction. I could not estimate his speed accurately as he was approaching me almost head on but he seemed to be flying very slowly.

When abreast of the aerodrome boundary his left wing flicked down and then he spiralled straight down to the ground in a spin.

He hit the ground with a loud explosion followed by a sheet of flame and began to burn furiously with a cloud of smoke. About 3 minutes later there was another explosion.

At no time did he appear to have any engine trouble. His wheels were up on his final approach towards the aerodrome.

/s/ G.G. TAPSON, F/O
87 Course, 41 O.T.U.

CERTIFIED A TRUE COPY:

Fred R. Casoli
FRED R. CASOLI,

1st Lt., AG,

Member, Aircraft Classification Committee.

~~SECRET~~

~~SECRET~~

APPENDIX "B"

Second witness (W/O. C.G. Bryan, 359453) states:-

"On 12,2.44, at approximately 1330 hrs, I was cycling back to Hawarden from lunch when I saw a Lightning aircraft flying away from the airfield in a Northerly direction towards Queensferry.

He then started to turn through 180 deg. to come back towards the airfield. One engine spluttered, which I am almost sure was his port engine. This was followed by a puff of smoke from his port engine exhaust and the engine seemed to pick up. His nose wheel was down. He then turned away from the aerodrome.

I continued on my way back to camp and after turning into camp, I noticed this machine again which appeared to be rolling at about 50 feet. The machine then appeared to do another half roll and spiralled into the ground firing instantaneously. During this latter part I am not prepared to say whether his two engines were working properly or not.

/s/ C.G. BRYAN, W/O,
Signals Officer 48 M. U.
HAWARDEN.

CERTIFIED A TRUE COPY:

Fred R. Casoli

FRED R. CASOLI,

1st Lt., AC,

Member, Aircraft Classification Committee.

~~SECRET~~

~~SECRET~~

APPENDIX "C"

Third Witness (A.C.2. A.E. BOREMAN, 1679253) states:-

"At approximately 1315 hrs. on 12.2.44 I was working in Wellington aircraft R1327 in 48 M.U. Dispersal No. 7, about 50 yards from the scene of the crash.

Suddenly an aircraft appeared ~~at~~ ~~the~~ ~~scene~~ ~~and~~ ~~was~~ ~~diving~~ ~~out~~ ~~of~~ ~~control~~. As soon as the noise passed over me a loud crash followed simultaneously by a terrific explosion, took place.

By this time I was emerging from my Wellington and immediately saw the blaze, picked up two fire extinguishers parked near the Wellington on which I was working, rushed across to the scene. Approach to the aircraft was impossible as the flames were 20-25 feet high and two Wellingtons parked in the Dispersal bay where the aircraft crashed had caught alight and the whole conflagration was burning furiously.

/s/ A.E. BOREMAN,
A.C.2.
F.M.A. 48 M.U.
Headquarters.

CERTIFIED A TRUE COPY:

Fred R. Casoli
FRED R. CASOLI,

1st Lt., AG,
Member, Aircraft Classification Committee.

~~SECRET~~

~~SECRET~~

APPENDIX "D"

Fourth Witness (A.C.1. E. McGeogh) states: -

"At approximately 1330 hrs. on 12.2.44, I was working on the aircraft in No. 7 Dispersal 48 M.U.

I was actually in the hut on the Dispersal when I heard the sound of an aircraft overhead. I rushed out of the hut and saw a twin engine aircraft diving out of control towards me.

It passed over my head about 50 feet from the ground and crashed between two Wellingtons parked on the hardstanding nearby. This was about 30 feet from me.

It blew up immediately upon impact and burst into flames.

Approach to the aircraft was impossible owing to the flame and heat and I therefore jumped on my bicycle with the intention of telephoning Flying Central when I met a Corporal who told me that it was not necessary as the accident had been seen.

/s/ E. MCGEOGH,
A. C. 1
Armourer 48 M.U.
Hawarden.

CERTIFIED A TRUE COPY:

Fred R. Casoli

FRED R. CASOLI,
1st Lt., AG,

Member, Aircraft Classification Committee.

~~SECRET~~

~~SECRET~~

44-2

MAINTENANCE DIVISION

13 FEBRUARY, 1944.

ROUTINE

SECRET

WILLIAM H. ARNOLD

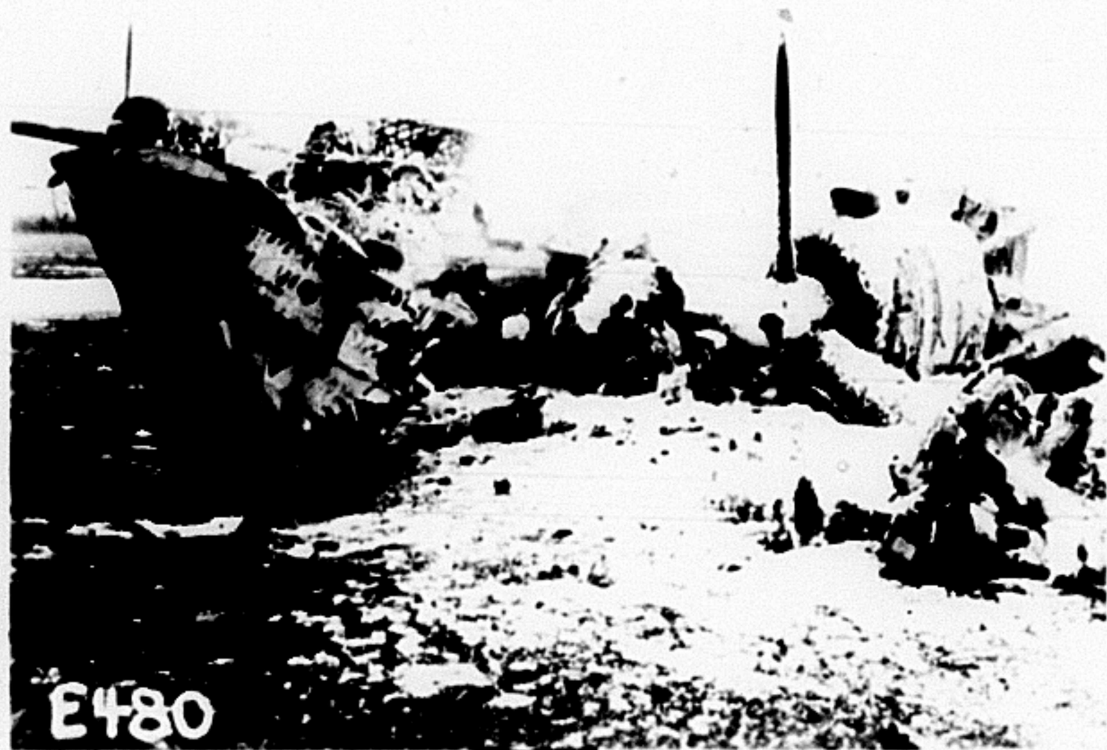
LT COL AG. CHIEF, MAINT. DIV.

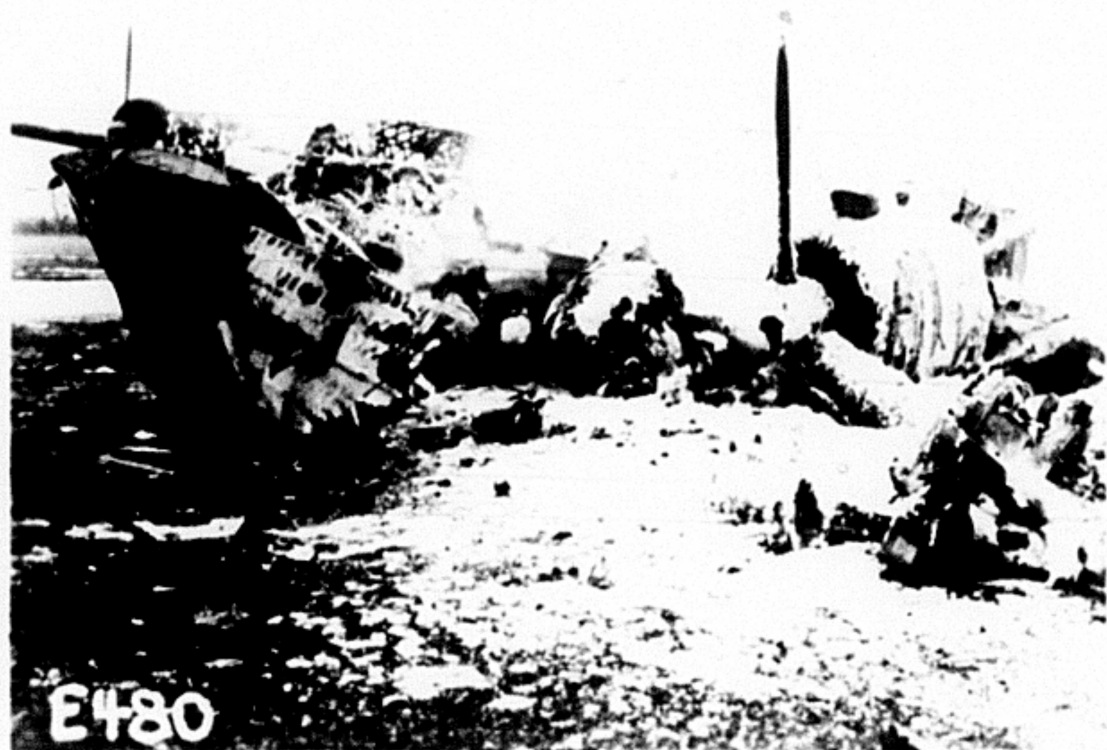
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CG, VIII AFSC, TEDDINGTON RPT
CO, EIGHTH AFBADA.

C. O. 1ST BAD.

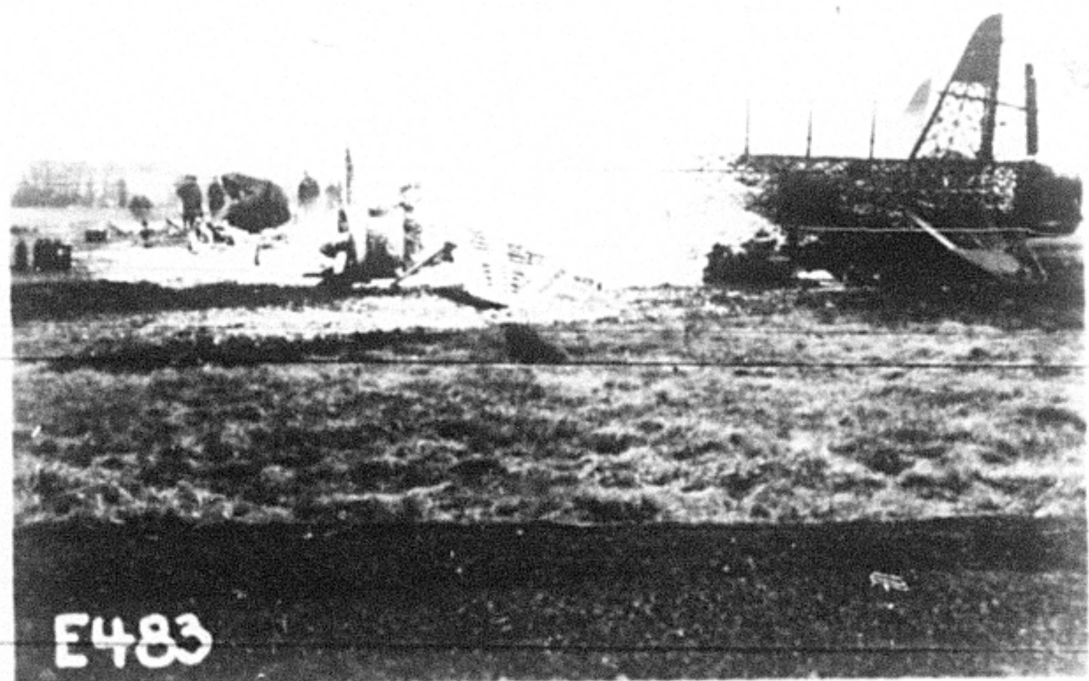
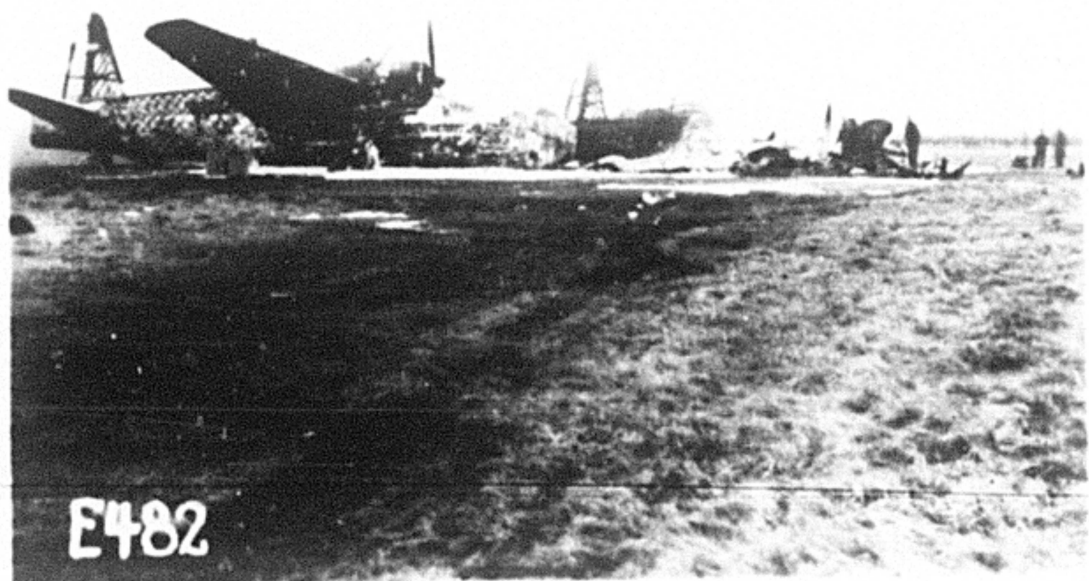
FOLLOWING REPORT IS SUBMITTED IN COMPLIANCE WITH EIGHTH AIR FORCE MEMORANDUM SIXTY DASH ONE CMA DATED TWO NINE OCTOBER ONE NINE FOUR THREE CMA IN ACCORDANCE WITH AAF REGULATION SIX TWO DASH FOURTEEN CMA PART FIVE CMA SECTION FOUR CMA PARAGRAPH ONE PD TWELVE FEBRUARY ONE NINE FOUR FOUR CMA ONE THREE THREE EIGHT HOURS CMA RAF AIRPORT CMA HAWARDEN CMA CHESHIRE PD PILOT JAMES P CHRISTY CMA FIRST LIEUTENANT CMA AUS CMA MUGHABERRY IRELAND CMA ATB THREE ONE ONE FERRYING SQUADRON CMA CRASH LANDING CMA AIRCRAFT WENT INTO SPIN ON LANDING APPROACH AND CRASHED INTO TWO PARKED RAF WELLINGTON BOMBERS PD PILOT KILLED PD PASSENGERS NONE PD FERRYING AIRCRAFT PD CEILING THREE ZERO ZERO ZERO FEET CMA VISIBILITY TWO FIVE ZERO ZERO YARDS WITH SLIGHT DRIZZLE CLOUDS TEN TENTHS PD TYPE PETER THREE EIGHT DASH JOG CMA SERIAL NUMBER FOUR TWO DASH SEVEN NINE ONE THREE HOME STATION BELIEVED TO BE AAF FIVE NINE SEVEN PD AIRCRAFT AND ENGINES MAJOR REPLACEMENT

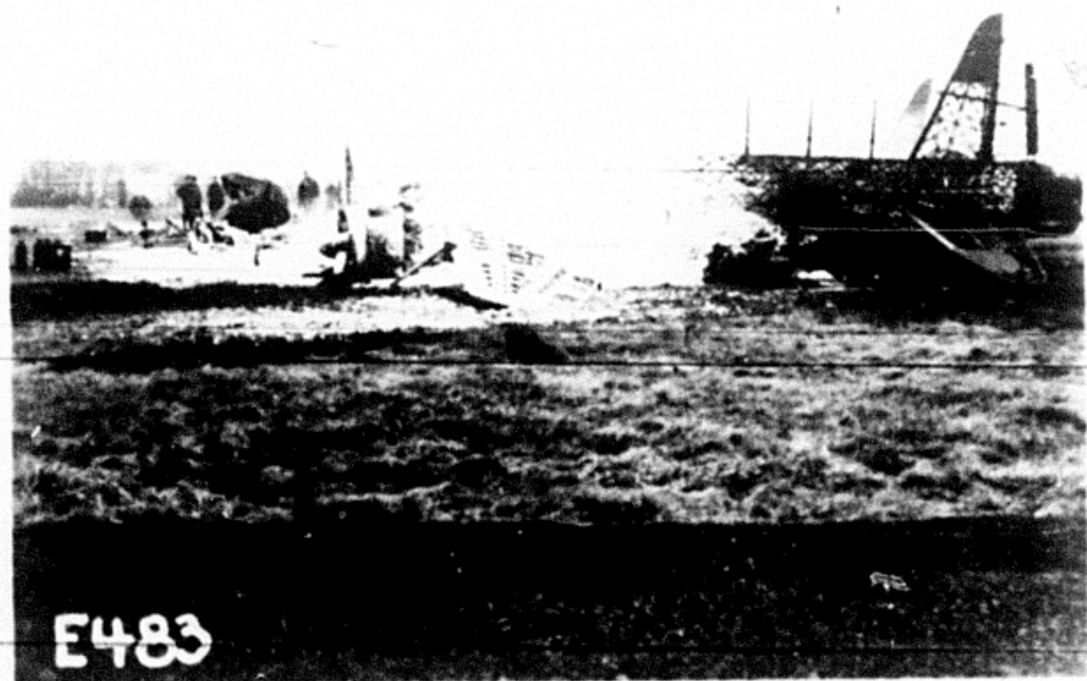
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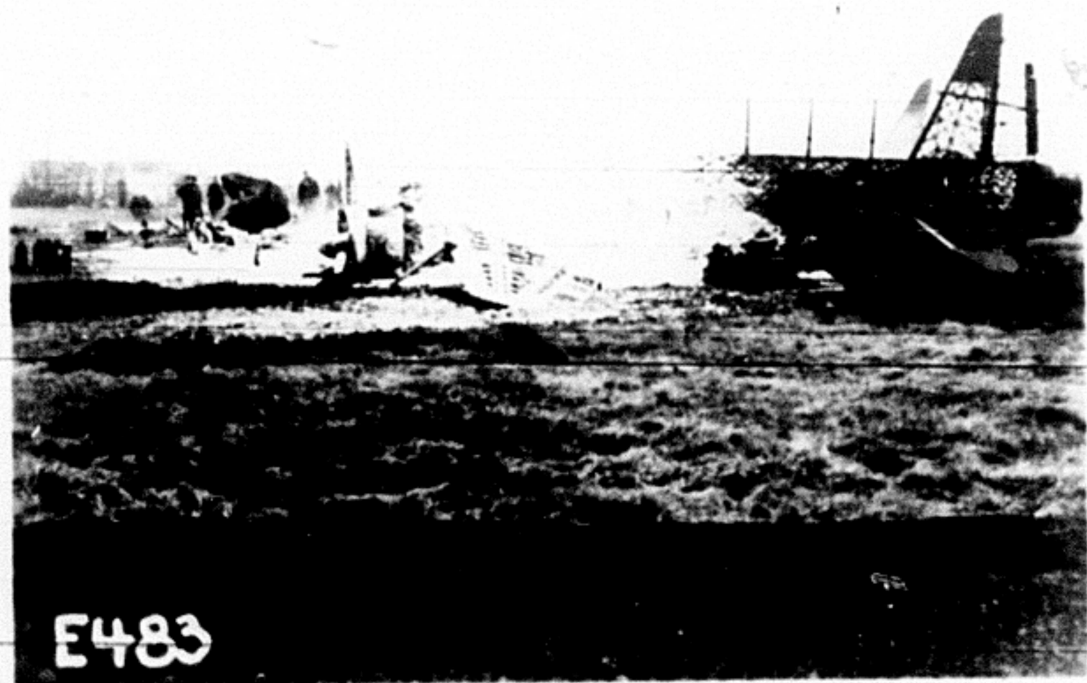


















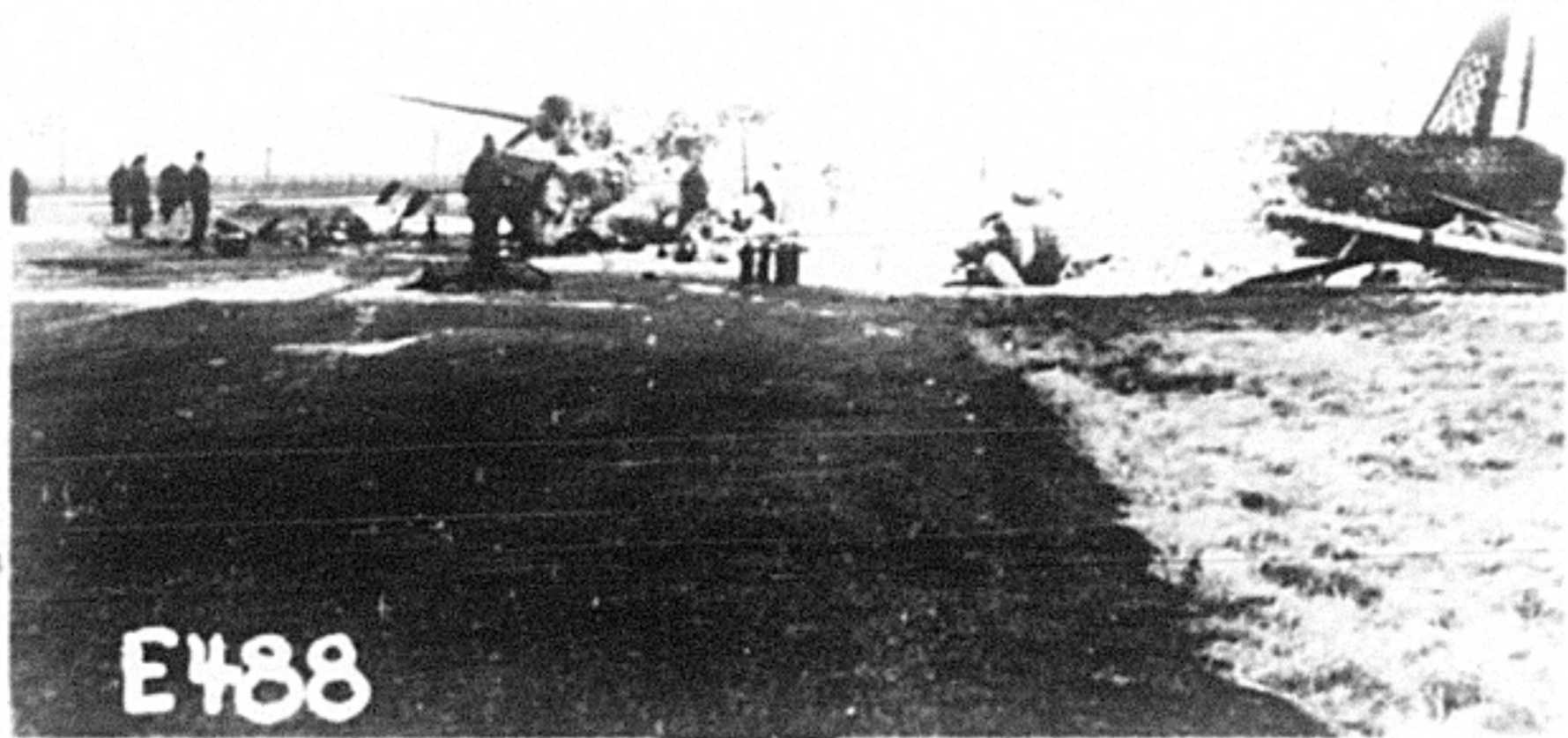








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Made up in Adm Rev

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Hawarden, Cheshire (2) Date 2-12-44 (3) Time _____
 AIRCRAFT: (4) Type and model WE (5) A. F. No. Unknown (6) Station Y-27
 Organization: (7) _____ (8) _____ (9) _____
(Command and Air Force) (Group) (Squadron)

PERSONNEL

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)
PARKED AIRCRAFT									

PILOT CHARGED WITH ACCIDENT

(20) _____ (Last name) _____ (First name) _____ (Middle initial) _____ (21) _____ (Serial number) _____ (22) _____ (Rank) _____ (23) _____ (Personnel class) _____ (24) _____ (Branch)
 Assigned (25) _____ (Command and Air Force) _____ (26) _____ (Group) _____ (27) _____ (Squadron) _____ (28) _____ (Station)
 Attached for flying (29) _____ (Command and Air Force) _____ (30) _____ (Group) _____ (31) _____ (Squadron) _____ (32) _____ (Station)
 Original rating (33) _____ (Rating) _____ (34) _____ (Date) _____ Present rating (35) _____ (Rating) _____ (36) _____ (Date) _____ Instrument rating (37) _____ (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type _____ (42) Instrument time last 6 months _____
 (39) This model _____ (43) Instrument time last 30 days _____
 (40) Last 90 days _____ (44) Night time last 6 months _____
 (41) Total _____ (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft _____	
(47) Engine(s) _____	
(48) Propeller(s) _____	

(50) Weather at the time of accident _____

(51) Was the pilot flying on instruments at the time of accident _____

(52) Cleared from _____ (53) To _____ (54) Kind of clearance _____

(55) Pilot's mission _____

(56) Nature of accident _____

(57) Cause of accident _____

made up in Adm Rev WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place _____ (2) Date 2-12-44 (3) Time _____
 AIRCRAFT: (4) Type and model WE (5) A. F. No. Unknown (6) Station Y-277
 Organization: (7) _____ (8) _____ (9) _____
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	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)
PARKED AIRCRAFT									

PILOT CHARGED WITH ACCIDENT

(20) _____ (21) _____ (22) _____ (23) _____ (24) _____
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) _____ (26) _____ (27) _____ (28) _____
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) _____ (30) _____ (31) _____ (32) _____
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) _____ (34) _____ Present rating (35) _____ (36) _____ Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type _____ (42) Instrument time last 6 months _____
 (39) This model _____ (43) Instrument time last 30 days _____
 (40) Last 90 days _____ (44) Night time last 6 months _____
 (41) Total _____ (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>5</u>	
(47) Engine(s) <u>5</u>	
(48) Propeller(s) <u>5</u>	

(50) Weather at the time of accident _____
 (51) Was the pilot flying on instruments at the time of accident _____
 (52) Cleared from _____ (53) To _____ (54) Kind of clearance _____
 (55) Pilot's mission _____

(56) Nature of accident _____

(57) Cause of accident _____

CONFIDENTIAL

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

From: USSAFE London
To: WAR
No. K 3689, 14 February, 1964.

Page -2-

(5) On 12th Feb at 1044 hours P38J 7913. Pilot
Lt James Cristy 27th Air Transport Group killed in landing
accident. Engines cut stalled in from 100 feet hitting
Wellington in dispersalorry fld at RAF sta Howarden.