

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

GOLDEN, ~~XXXXXX~~

C-54A

45-8-27-501

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Capt Evans

7/28

8/11

Brynes

1-24

2

P. J. Yarbrough

9/23

11/15

M. J. Myers

8-8

9-16

Capt Mattingly

10/51

✓

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Accident No. 4808-27.501

(1) Place Prestwick, Scotland. (2) Date 28/8/44 (3) Time 0055 GMT
AIRCRAFT: (4) Type and model C-54A (5) S. No. 92-7217 (6) Station La Guardia, New York
Organization: (7) ATC (8) Am. Airlines (9) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PARACHUTE CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
1P	Golden, G.			Capt	80	AAL	ATC	Fatal	No
1st O	Oglesby, B.S.			1st Offr.		"	"	"	"
6S	N McGrew, D.			Nav		"	"	"	"
71 R	Bigotto, L.			PRO		"	"	"	"
2ENG	Gorski, A.			Fit. Mech.		"	"	"	"
67 FIC	Scott, A.		13126582	PVT	AC	AC	"	"	"

See attached list of personnel involved.

PILOT CHARGED WITH ACCIDENT

(30) Golden Glenn (21) Civ (22) Capt (23) A.A.A. (24) A.T.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
American
Assigned (25) A.T.C. (26) Airlines (27) (Squadron) (28) La Guardia, New York
(Command and Air Force) (Group) (Station)
Attached for flying (29) A.T.C. (30) Am. Airlines (31) (Squadron) (32) (Station)
(Command and Air Force) (Group) (Station)
Original rating (33) Pilot (34) 1936 Present rating (35) Pilot (36) 28/10/44 Instrument rating (37) 2/10/44
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 960:30 (42) Instrument time last 6 months 96:14
(39) This model 451:11 (43) Instrument time last 30 days 24:40
(40) Last 90 days 268:17 (44) Night time last 6 months 164:55
(41) Total 5496:53 (45) Night time last 30 days 23:24

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	Total wreck - 8
(47) Engine(s) <u>W 5</u>	
(48) Propeller(s) <u>W 5</u>	

(50) Weather at the time of accident 8/10 ceiling at 900 ft. 2/10 cloud at 700 ft. 10/10 cloud at 1800'
Wind East 12 M.P.H. Visibility 2200 yards. moderate rain.

(51) Was the pilot flying on instruments at the time of accident Making instrument approach
(52) Cleared from Stephenville (53) To Prestwick (54) Kind of clearance Instrument
(55) Pilot's mission Cargo and Passenger schedule from La Guardia to Prestwick.

(56) Nature of accident Crash into built up area.

(57) Cause of accident BY 204 DATE 3-4

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DESCRIPTION OF ACCIDENT

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

Many persons were examined as to the reputation of the pilot for flying ability and habits. These all agreed that he was known as a very careful, methodical and conscientious pilot. He had made 10 previous flights to Prestwick and had 960:30 hours of four engine time. He had been checked over the route from Stephenville to Prestwick on 6/7/44 by Ralph C. Dodson, Chief Pilot for American Airlines. On 2/10/44 he had been given an instrument approach check at La Guardia by H.G. Robinson and received a grade of 91 out of a possible 100.

Following the accident a flight was made at night over the area in which the aircraft's first contact with obstructions occurred to determine whether there was any possibility that the lighting arrangements were such that the pilot could have been confused and believed that the runway was where he first hit wires. It was unanimously agreed that the lights could not reasonably be so confused.

Determination of the major cause of the accident is impossible because of the many facts which are undiscoverable. No person in the aircraft survived the crash. The aircraft was completely destroyed and the few remains of the instruments which were recovered including the altimeters were in such condition that they could not be tested. There would appear to be two possible alternatives for the major cause of the accident. One is instrument failure either of the vacuum system instruments or other instruments particularly the altimeters so that the pilot did not know and could not reasonably have known that the aircraft was so low. The other possibility is pilot error in permitting the aircraft to descend to an altitude of approximately thirty feet above sea level so far from the field. In either case contributing factors are the heavy rain shower which occurred just at the time of the accident which possibly limited forward visibility from the cockpit, and the British blackout regulations in accordance with which all lights in the towns of Ayr and Prestwick which otherwise might have warned the pilot of his position were blacked out.

It is recommended that:

- (1) Radio altimeters be installed in all Transport Aircraft.
 - (2) Better means be provided for lining up and approach to runway 14-32 such as installation of the American type landing beam which it is understood is now being installed at North Atlantic Division Stations.
 - (3) Better lighting facilities be installed on runway 08-26 at Prestwick.
 - (4) That red obstruction lights be properly placed on all obstructions adjacent to the field.
 - (5) Studies be made to determine the adequacy and efficiency of the cockpit lighting in C-54 Type aircraft.
 - (6) Additional escape hatches be placed in the tail of C-54 Type aircraft.
- In the event the cargo door or regular door becomes jammed either in ditching or crash landing there is no other means of exit in the rear section of the aircraft.



Signature

George Andrew
GEORGE ANDREW, 1st Lt., AC.

Ralph F. Conway
RALPH F. CONWAY, Major, AC.

M. L. L. Short
M. L. L. SHORT, Capt., AC.

Date 4 September, 1944.

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

C-54 A Nbr 42-72171 operated by American Airlines under contract to the U.S.A.A.F. through the A.T.C. departed Stephenville, Newfoundland, on a routine scheduled Transatlantic Transport flight for Prestwick, Scotland, at 1137 GMT 27 August, 1944. The flight was apparently routine up to 2244 GMT when the aircraft reported it was over the range and beginning an instrument approach. After this nothing was heard from the aircraft although it was instructed by approach control to QSY for a straight in approach on voice. The aircraft crashed at approximately 2255 GMT 27 Aug approximately one half mile to the southwest of Prestwick Airdrome.

At 2230 GMT a special weather observation was taken. This gave a ceiling of 1000 feet, no other cloud, wind east 10 miles per hour, and two miles visibility. This is the weather data on which the Control Officers and the aircraft worked up to the time of the crash. At 2250 GMT a weather observation was taken. This was to be used for the regular 2300 GMT weather. At the time of the crash it had not been coded or sent to Flying Control. This gave 8/10 ceiling at 900 feet, 2/10 at 700 feet, wind east 12 miles per hour with visibility of 2200 yards and moderate rain. However, both the American and British Control Officers on duty and the U.S. Overseas Operations Officer on duty state that up to and at the time of the crash the lights on the new range towers two and a half miles from the field were visible.

The extracts from Approach Control Log concerning this aircraft are attached. From this it can be observed that at 2234 GMT the aircraft was instructed to make a procedure descent on the South West Leg of the range, advise when below cloud, that the runway in use was 14 NW-SE and that the aircraft was No. 1 to land. The aircraft acknowledged this and requested a straight in approach. This is usual procedure at Prestwick in conditions of limited visibility to save circling the field. At 2244 the aircraft reported over the range and beginning to let down. At 2251 the tower instructed the aircraft to QSY to R/T for straight approach. There was no reply nor was any radio contact had with the aircraft on any voice frequency.

Also attached to this report is a photograph of Prestwick Airdrome. The day following the accident telephone or telegraph wires and a pole beside the railroad track at the point marked "A" on the photograph were found broken. Near this point both pitot tubes of the aircraft were found. The altitude of this point is approximately the same as the airdrome or possibly lower. At the point marked "B" on the photograph two radio antenna poles which are 70 feet high were damaged by the aircraft. Near these poles approximately 5 feet of the right wing tip of the aircraft was found. These poles are two of several located fairly close together in a relatively small area all about the same height. There are no obstruction lights on the poles which were hit. There are obstruction lights on two nearby poles nearest the approach lane to this runway. 2nd Lt. Polito, the American Control Officer on duty, stated he was watching for the aircraft. His statement is attached. He states he saw it very low to the west of his position and so far as he could judge about over the shore, that the aircraft's navigation lights were on but not its landing lights, that he heard a snapping and crackling noise and that at this time the right inboard engine sparkled and caught fire, that the aircraft was making directly for the Control Tower, that it pulled up just in time to avoid hitting the tower and went into a right bank and turn and crashed beyond the field.

All three altimeters were recovered from the aircraft. These were set at 29.65, 29.66 and 29.63 as against the correct setting of 29.64 taken from the 2230 GMT Weather Report. The hands on all the altimeters were so damaged by the crash as to be of no use.

The first house in Prestwick damaged by the crash had a gash in its roof apparently made by a landing wheel - see photographs - the aircraft passed over this house except for this gash and landed across the street. The personnel in the Control Tower, however, believed the landing gear was up when aircraft passed by them.

PASSENGERS

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68 Lt. Col. Eugene R. Venabe	0-314458	0		Fatal
Lt. Col. Norman A. Loeb	0-19837	97	Cav	"
Lt. Col. Madison C. Schepps	0-17214	97	Inf	"
Capt. John E. Fissel, Jr.	0-345594	97	M.D.	"
2nd Lt. Viviana Cronin	W-788474	96	ANC	"
Pvt. Thomas W. Kirk	39622242	20	AC	"
Pvt. Braxton G. Flemming	34814047		AC	"
Pvt. Horace J. Portenberry	38460656		AC	"
Pvt. Ernest E. Jesch	39581408		AC	"
Pvt. William C. Farley	35872089		AC	"
Pvt. Glenn K. Erickson	37305309		AC	"
Pvt. Burt D. Hogsett	34971375		AC	"
Pvt. John B. Krusi	42127130		AC	"
Dr. Harry Berman	Passport	89	303815	" 4

BRITISH CIVILIANS

73 Thomas George Maitland	83	Leith, Scotland	Fatal
Robert A. Handyside	83	Kelso, Scotland	"
William K. Snowden	83	South Hall, Middlesex, England	"
Thomas Kinnear	83	Kirkcaldy, Scotland	"
Irene Haswell	83	Frestwick, Scotland	"

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There were present at the meeting of the Accident Committee the following:-

Major Ralph Conway - Chairman
Capt. T.M. Blaisdell
Capt. M.L. Short
Lt. George Andrews
Colonel William Plummer
Lt.A.S. Polito

Sqdn.Ldr. T. Dalton

W.P. McFail
Capt. Ralph Dodson

C.E. Corron
E.L. McConnell
C.B. Leidersdorf

Director of Operations
Accident Committee
Accident Committee
Accident Committee
Commanding Officer
Assistant Air Traffic
Control Officer
Senior RAF Flying
Control Officer
American Airlines
Check Pilot, American
Airlines
TWA
DOUGLAS M/C
Station Manager, American
Airlines.

The meeting began at 1000 hours local time and finished at 1300 hours local time.

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HQ, 1403rd AAF Base Unit
EUROPEAN DIVISION, ATO.

APG 648.
4th September, 1944.

SUBJECT : Report of Crash of C-54, Number 171.

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As the Operations Officer on duty in the Overseas Operations Office, I wish to make the following statement in regards to the crash of C-54, number 171 on 27 August, 1944.

The undersigned Officer reported for duty at 1430 GMT on 27 August, 1944. A check was made of all incoming aircraft showing the following ETA's. C-54 numbers 170 at 1449 GMT, C-53 number 950 at 1627 GMT and C-54 number 171 at 2240 GMT. C-54 number 170 landed at 1548 GMT, C-54 number 950 landed at 1638 GMT, C-54 number 240 was diverted from Valley to Prestwick because of Valley weather and landed at 2110 GMT.

At approximately 2200 GMT Flying Control called stating C-54 number 171 would be in just about on Flight Plan ETA at 2240 GMT. Neither P. & T. nor American Airlines were notified as there was no change in the arrival time given them earlier in the evening. At approximately 2230 GMT the plane was heard over the field on the range, at this time I walked to the front door to check the visibility and ceiling as there had been rain shower during the night. The red obstruction lights on the range towers located approximately 2 miles North East of the field could be seen. The lights on runway 14-32 were on and the visibility and ceiling were judged to be well above the authorized minimum of 500 feet and 2 miles for night landings. It has been noted that where the ceiling at night is below 500 feet the lights at the Eastern end of runway 14-32 will throw a bright glow on the low clouds. There was very little glow at the Eastern end of the runway at the time of my observation.

At approximately 2245 GMT I was talking with Lt. Alibrio, Weather Officer on duty at the Base Weather Office, giving him the departure, arrival and estimated times of arrival of C-54 aircraft in Iceland so he could make a check of his wind forecast. At this time Mr. Sullivan, American Airlines came into the office to set up a departure time for ship number 289 that had been delayed due to mechanical trouble. He stated he had contacted the tower and asked what ceiling and visibility they were giving. This was done without the knowledge of the Operations Officer. As I was talking to Lt. Alibrio the plane came over the Operations Office at a very low height and sounded as if under full power. The enlisted man, Private Smith, on duty in my section, rushed to the door to see why the plane was so low, as he opened the door he stated the plane had dropped a flare. I rushed to the door and to the corner of the building and could see the flames in the direction of Glenburn, Prestwick. Estimated time of crash 2250 GMT. I returned to the office and notified the following people as quickly as possible, by telephone. The Airdrome Operator was contacted and I told him I wanted to report a crash and fire to the Fire Department. It took quite sometime to get the operator to answer my extension. The Dispensary at Adamton was notified and instructed to proceed to the crash with ambulances and

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Doctors. Lt. Manger at Engineering was notified and instructed to proceed with Fire Fighting equipment and any available rescue equipment. Major Conway was called at his billet and Sgt. Cottrell dispatched to take him to the crash. Major Genex called and stated that Lt. Colonel Freydis knew of the crash and would be on the scene within a few minutes. The Officer of the Day, Lt. Bilyj, Staff Duty Officer, Capt. Wagoner were called at Adamton. The Officer of the Day could not be reached as he was making a tour of the guard. Capt. Wagoner was notified and advised of the crash. I suggested he call the Sgt. of the Guard and have M.Ps sent to the scene of the crash. He stated he would. The above calls were made as soon as possible after the crash, approximately at 2300 GMT.

Colonel Plummer was called at his billet, telephone Number Ayr 4182, and he arrived at the field later. Colonel Plummer was directed to the scene of the crash by Cpl. Zaack who was on duty with the Internal Operations Office.

I later checked with the Cpl. of the Guard to see if the Officer of the Day could be located. He stated he had gone to the scene of the crash while making his tour of the guard and stated he had two Sgts with him. I asked if the Staff Duty Officer had instructed him to send additional M.Ps to the scene of the crash. He stated he had received no instructions of this kind.

Capt. George Butz called stating he had checked his Radio Log and thought the Pilot was Capt. Golden as they had received a message from the ship earlier in the evening signed Golden.

ROBERT M. GRIFFITH

1st Lt., Air Corps

Asst Overseas Operations Officer.

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HQ, 1403rd AAF BASE UNIT
EUROPEAN DIVISION, ATC

APO 648.
31st August, 1944.

SUBJECT : Report on Crash of C-54 No. 171, Aug. 28, 1944.

TO : Director of Operations, Hq. 1403rd AAF Base Unit, ED ATC,
APO #648, U.S. Army.

1. The first contact Prestwick Flying Control had with C-54 171 was at 2138 GMT, Aug 27, 1944, when the aircraft came into the Prestwick approach control area. T.A.C. had turned over control of the aircraft to Prestwick approach control and at this time (2138 GMT) the aircraft started working C.W. on 3105 KC and came up with the message that he was flying at 7000 ft, would pass Derrynaacross at 2145 GMT and asked if Prestwick would take control of him. He was given an affirmative answer and asked if he was flying in good visibility and told to report passing over Derrynaacross. At 2142 GMT the aircraft reported he was flying in good visibility and asked for the Prestwick weather. The regular 2130 GMT Alamo Red Weather broadcast was sent in reply. At 2146 GMT the aircraft asked for item 14 on Alamo B. Items 4, 5, 7, 8, 9, 10, 11, 12 and 14 were sent in reply. At 2152 GMT the aircraft reported passing over Derrynaacross. At 2154 GMT he was sent the message to fly at 7000 ft and report passing over the fan marker which is located at Cushendall on the N.E. coast of Ireland. At 2203 he was sent items 4, 5, 7, 8, 9, 10, 11, 12 and 14 on the Alamo B broadcast. At 2208 GMT he asked for the weather at Nutts Corner and Stormway. The N.C. weather was passed to him by Nutts Corner and at 2213 GMT he reported passing over the fan marker. In the meantime the controller procured the Stormway weather. At 2215 GMT he was told to report over the Prestwick range station at 4000 ft. At 2218 GMT the aircraft reported flying in a storm and asked to descend below the clouds. He was given the Stormway weather and told to report over the Prestwick range station at 4000 ft for let down instructions on the SW leg of the range. At 2226 GMT he was sent items 7, 8, 9 and 10 on the Alamo B broadcast. At 2233 GMT he reported over the range station. He was told to make procedure descent on SW leg and to advise when below cloud, and given the runway in use (14, RW-SE). At 2236 GMT the aircraft came up with the message "after let down request straight in". He was told he was number one to land and to change to tower frequency when he saw the field. At 2244 GMT the aircraft reported "over range beginning let down". At 2251 GMT a bearing was taken on him and showed a QDM of 085°. No further message was heard from the aircraft. He did not come up on voice on tower frequency when he broke contact and he crashed at 2255 GMT.

Between 2251 GMT and 2255 GMT I heard the aircraft approaching and went out on the balcony outside of the control office to watch him make his landing. When I first saw him he was coming from the west and appeared to be approximately crossing the shore line. His navigation lights were on, but not his landing lights. He was making a direct approach for the tower and from my position he seemed to be flying less than 100 ft above the ground. Before I could warn the airfield control tower operator that the aircraft was too low I heard a snapping and crackling noise as the aircraft struck

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something directly west of the tower. At this time his right inboard engine sparkled and caught fire. The aircraft pulled up in time to just avoid hitting the tower and went into a right bank and turn as he passed over the tower. He passed over the field with power on and crashed into some houses in Prestwick, immediately bursting into flame. At no time could I tell whether his landing gear was up or down.

The Controller on duty during this period was P/O S. J. Jackson of the British staff with 2nd Lt. A.S. Polito, the American Officer, acting as assistant controller.

Anthony S. Polito
ANTHONY S. POLITO
2nd Lt., A.C.,
Asst. Air Traffic Control Officer.

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Date: 28th August, 1944.

Time: 00.55

Report by Sgt. Tice, Airfield Controller on duty when C.54 crashed on above date.

I was watching and waiting for a C.54 and about 00.55 observed it approaching very low across the golf course making a right-hand turn to line up with the airfield lights, when, it appeared to me, he struck the Tower's aerials, and then started to climb, heading straight for the Control Tower. As it passed the Tower it was banking to the right and could only have been about 30 ft. above it - had he been coming level and a little lower his port wing would have struck the Tower. I noticed his starboard engine was sparking and spluttering a lot. He kept turning to the right and crashed on some houses towards Prestwick.

(Signed) G. TICE, SGT.

Report by F/Lt. H. G. Baxter, Duty Control Officer, T.A.C., on the crash of C.54 171 at 22.55 z., 27th August, 1944.

I was Duty Control Officer at T.A.C. during the period 2030 z. on 27th August until 07.00 z. on 28th August, 1944. Captain Butz, U.S. T.A.C., was on duty for the same period as Air Traffic Control Officer, U.S. T.A.C.

All details of action on C.54 171 were handled by Captain Butz and are contained in the U.S. T.A.C. log.

(Signed) H. G. BAXTER, F/LT.

29th August, 1944.

28.8.44

I, John Alexander of Duty Crew was on duty at the floodlight, when C.54 made an approach and in my opinion he had struck some of the poles on golf links as I heard some cracks and his navigation lights go out.

He came on towards runway at a low altitude then lifted up again and veered to the right towards Glenburn then crashed. As regards to the lights on runway and boundary lights everything was in order.

(Signed) JOHN ALEXANDER.
Duty Crew.

28.8.44

At about 00.55 hours, J. Alexander who was on duty at floodlight, for C.54 arrival reported to me that this machine had crashed, control told us to investigate where crash was. We proceeded to the scene and I reported back to Control officer.

(Signed) J. MAJJI.
Charge Hand, Duty Crew.

28.8.44

I, Wm. McEekin was standing by floodlight with J. Alexander, when I saw C.54 come in on runway then lift up again and veered right towards Glenburn then crashed.

(Signed) WM. MCKEEN.
Duty Crew.

CONFIDENTIAL.....

28th August, 1944.

SECRET

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CERTIFIED TRUE COPY OF PERTINENT ENTRIES IN FLYING CONTROL LOG.

- 00.55 C.54 171 YTHY → Messhouse L. ex S'ville crashed in vicinity of Heathfield. Informed S.S.O., Crash Tender, U.S. Ops., Ext. 26., S.D.O., F/C. Ayr., Prestwick Police, Ayr Fire Brigade, S.S.O., Station Commander (W/Cdr. Hallam). Weather conditions: 200Z. QFE 29.64 ins. Vis. 2 miles. 6/10 1,000'. Wind 2. 10.
- 01.20 Duty Crew state crash believed to be in Hillside Avenue, Glenburn, and runways clear.
- 03.45 Advised Flying Control, 13 Group of above details.
- 04.45 S. Signals Officer reports that as far as can be ascertained in darkness all R.A.F. and U.S. aeriels are in order - this check made following reports that C.54 171 appeared to strike some object when crossing coast in vicinity of Redbrae and Westburn.
- 07.45 Station Police report part of wing of A/C. and a pole and wire down near Redbrae. Informed U.S. Ops. (Ext. 26) - Major Conway not available. Police state S.D.O. Station Signals Off - S/Iadr. Derbyshire has been advised. Informed T.A.C., Lt. Polite - U.S. Control Officer to advise Major Conway.
- 08.45 S.D.O. (S/Iadr. Derbyshire) states guard has been placed on wing part found.

R.A.F. Station,
Prestwick.

To: Senior Flying Control Officer.

From: P/O. S. B. Jackson.

28.8.44.

C.54 171 Ex S'ville for Prestwick.

At 00.55 hours today the above aircraft crashed in Hillside Avenue, Glenburn, Prestwick.

The aircraft had made a normal approach to the field and after reporting over the Range Station at 4000' was instructed to make a procedure let-down on the R.M. Leg of the Range and advise when below cloud. No report was received from the aircraft after commencing its let-down at 00.40. At approx. 00.54 the Airfield Controller stated that the aircraft was making a very low approach from a westerly direction off the sea. Immediately after this the aircraft was heard to climb steeply over the field before crashing in the vicinity of Heathfield one minute later.

Rain was falling at the time but the Range obstruction lights 2.5 miles from the intersection of the runways were clearly visible - being seen by Lt. Polite, American Duty Controller - who was standing on Control Tower gallery whilst aircraft was letting down on Range Leg and the Duty Airfield Controller - Sgt. Tice - in the Tower. All airfield services were functioning normally.

Weather conditions - Met. observations.

22.30 z.	: Q F E 29.64 inches	6/10	1000'	2 miles	110 a.p.h.
23.00 z.	: Q F E 29.61 inches	8/10	900'	1½ miles	215 a.p.h.
		2/10	700'		

(Signed) S. B. JACKSON, P/O.

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DATE 27/28 AUGUST 44.

PLACE PRESTWICK F/C.

EXTRACTS FROM LOG ON AIRCRAFT
"YTHY"

FREQ. 3105 Kc/s.

27/8

TIME

DETAILS OF CALLS, MESSAGES, ETC.

2329 44 v FG9 IMI K
30 5SJ v YTHY QAA UU7 45 QAM 7000 QDP / R QDX
YTHY v 5SJ REP QAF UU7 QDT ? / R QDT QAM 5SJ ? / R AS
YTHY v 5SJ IME ALCO RED / RC / R RED GIVEN / R ITT
14 ALCO B / R AS
50 YTHY v 5SJ + / QAF UU7 2147z / R ALCO B 2130z GIVEN / R
10 YTHY v 5SJ QFM 700 REPORT QAF FAN / R QFM 7000 QJC / R
30 OVER TO EVEN LOG

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0000 YTHY v 5SJ ALCO B 2200z= GIVEN / R QAM L3Q FL1 / R AS
YTHY v L3Q HR ALCO GREEN 0010b = FKVDU / R
43 5SJ v YTHY QAF MARKER / R
YTHY v L3Q QAB ? / 5 / R
5SJ v YTHY QAZ QFM ? / REPORT OVER RANGE STATION AT
4000 FEET / QFM 4000 / R C
22 YTHY v 5SJ ALCO B FL1 2200z= GIVEN / R
27 YTHY v 5SJ REPORT OVER STATION AT 4000 FOR LET DOWN
INSTRUCTIONS ON S.W. LEG / R
34 YTHY v 5SJ ALCO B 2225z= GIVEN / R
33 5SJ v YTHY OVER / R
34 YTHY v 5SJ MAKE PROCEDURE DESCENT ON S.W. LEG ADVISE
QFM QFU 14 NW - SE / R REQUEST AFTER LET DOWN STRAIGHT
IN / R QGP.1 QSY TOWER WHEN QGV / R
36 5SJ v YTHY OVER RANGE BEGINNING LET DOWN / R
30 YTHY v 5SJ QSV / R VICS / R
34 YTHY v 5SJ QTG ? / R--- / QDM 085 / R
YTHY v 5SJ QSY FOR STRAIGHT APPROACH ON R/T / NIL RETX
32 YTHY v 5SJ QSY FOR STRAIGHT APPROACH ON R/T / NIL RETX

OPERATOR ON WATCH 1061614 LAC. GIBSON, J.

IS. TOWN'S CORNER FL1 STORMWAY UU7 DERBYNACROSS

DECODE OF "Q" SIGNALS USED.

QAL I EXPECT TO ARRIVE AT	QDT ARE YOU FLYING IN GOOD HORIZ.
QAM ARE YOU MAKING FOR --	VISIBILITY (MORE THAN 1000 YDS.)
QAT I PASSED - AT - TIME	QDX I HAVE ACCEPTED W/T CONTROL OF
QAY MY HEIGHT IS - FEET	YOU MAY DESCEND BELOW THE CLOUDS
QBA CAN YOU GIVE ME THE LATEST	QFM FLY AT - FEET
QBC MY REPORT FOR -	QFU THE PRESCRIBED DIR. FOR LAND.
QBE I AM FLYING IN A STORM	EXPRESSED AS THE MAGNETIC COURSE TO
QBF I AM FLYING BELOW THE CLOUDS AT	STEER IS - DEGS.
A HEIGHT OF -	QGP YOUR TURN FOR LANDING IS
QBG SEND MAGNETIC COURSE TO STEER WITH	QGV I CAN SEE YOU
ZERO WIND TO REACH ME	QJC I WILL CALL YOU AGAIN
QBW WILL YOU ACCEPT W/T CONTROL OF ME	QSV SEND A SERIES OF VICS
	QSY CHANGE TO TRANSMISSION ON
	QTG WILL YOU SEND YOUR CALL FOLLOWED BY
	A DASH IN ORDER THAT I MAY TELL
	YOUR HEARING.

C.54 171
WEATHER INFORMATION PASSED TO THE AIRCRAFT
WHILST UNDER PRESTWICK CONTROL.

ALL TIMES G.M.T.

The aircraft came under Prestwick Control on 3105 kcs. at 21.38 hrs.
The following broadcasts were made:-

21.30	01 mbs.	67 ins.	Vis. 3 miles	Ceiling cloud 4000	Other cloud 1000.
22.00	03 "	67 "	" 2 "	" "	1000 " " None.
22.30	02 "	64 "	" 2 "	" "	1000 " " None.

Alco B for 2130 sent at 21.53.

67 ins. Vis. 3 Ceiling 4000 10/10. Other cloud 1000 4/10. Surface Wind E. 10
Weather Main.

Alco B for 22.00 sent at 22.03.

67 ins. Vis. 2 Ceiling 1000 7/10. Other Cloud None 0/10. Surface Wind E. 10
Weather Main.

22.08 Aircraft requested weather at Nutts Corner and Stornoway.

Nutts Corner sent theirs direct at 22.13.

91 mbs. 64 ins. Vis. 3 miles. Ceiling cloud 500. Other Cloud None.

Stornoway weather was sent from Prestwick in Alco B. 22.00 weather sent at 22.2

72 ins. Vis. 12 miles. Ceiling 3000 5/10. Other Cloud 1800 2/10.
Surface Wind W. 5. Weather Broken Cloud.

A special weather report for 22.25 was obtained and sent at 22.30 in Alco B.

Ceiling 2000 9/10 Other Cloud 1000 6/10.

Extracted and Decoded

(Signed) F. E. WALDER F/O.

F. E. Walder F/O.
Flying Controller Officer.

**ARMY SERVICE FORCES
ARMY COMMUNICATIONS SERVICE
PLANT ENGINEERING AGENCY
C/O DETACHMENT 132ND AACS
APO 648 U.S. ARMY**

RESTRICTED

3 September, 1944.

Subject: Report of Aircraft Accident.

To : Commanding Officer, Hq 1403rd AAF Base Unit, European Division, ATC
APO 648, U.S. Army.

Approximately at 0045 hours on August 28, 1944, while asleep in my Billet at 18 McNeil Ave, Prestwick, Scotland, I was awakened by a very loud roar of Aircraft engines.

Upon looking out of the window, a large plane passed diagonally over the house, flying approximately twenty feet above the roof top. The course appeared to be in the general direction of the Beach, and the right wing was ablaze.

It proceeded about five hundred feet farther and the right wing dipped and the engines stopped.

Almost immediately to the right of its former course a large blaze was seen. No landing lights were observed on the aircraft. From the light caused by the blazing wing, landing gear appeared to be down.

/s/ Wesley B. Martin
WESLEY B. MARTIN
2nd Lt. Signal Corps.

- // -

561

RESTRICTED

SECRET

NAV OP 230

NORTH ATLANTIC WING
AIR TRANSPORT COMMAND

RESTRICTED

AIRCRAFT CLEARANCE

Operations Office Flight Com. Sta. 6 HAW-ATC Date 8/27/44
From JT To AR Via G.C. WID 1115
Altitude 7000 Airspeed 174 Alternate Airport DN
Aircraft Type C-54 Serial No. 171 Group AAL Squadron ATC
Transmitting Frequency 4495 KC 6500 KC 4230 KC 6475 KC 6440
Code Name MESSHOUSE "L" Call sign YMHY
Gallons Fuel Aboard 2750 (take-off) Hours Fuel 14 Est. Time Enroute 11:03
Max. Allowable Gross Weight, Lbs. 65000 Gross Weight at Takeoff 65000
Name and Rank of Crew and Passengers
1 G. GOLDEN Capt. 11
2 B.S. OGLESBY 1st Off. 12
3 D. McGREW Nav. 13
4 L. BIGOTTO Rad. 14
5 A. GORSKI Eng. 15
6 A. SCOTT Pvt. F/T/C 16
7 17
8 18
9 19
10 20

Weather Codes: Alaco No X D/P Verification Code X Syko Cards X

Weather: Contact
Instrument X

/s/ J.T. ROGERS, 1st Lt. AC, 0352 37th
Forecaster's signature

This is to certify that the Pilot, Co-Pilot, Navigator and Radio Operator have been properly briefed and have all the necessary route folders, maps, codes, and identification signals for the flight. I further certify that I do (do not) hold an instrument rating.

Challenge Codes "H" Series X D/P Verification Code X Syko Cards X

Instrument Rating: Army Commercial X Command Pilot
Senior Pilot
Pilot

Instrument Clearance X
Contact Clearance

Glenn Golden
Signature of Pilot

/s/ G.W. YERKES, Maj. AC

Control or Operations Officer's Signature

Flight Plan Submitted to GWY Time 1030 GWT

CLASSIFIED A TSP COM

RESTRICTED

T.H. BLAISDELL

8-24-59

STATION SAV DATE 27 AUG

PLANE NO. 171 TYPE C-64

OPERATOR O-2
(King, Contractor, or Ferrying)

TRIP ORIGINATION STATION NYC

NEXT STOP PIK

TRIP DESTINATION STATION PIK

COPY

U.S. ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND

~~RESTRICTED~~
~~RESTRICTED~~

RESTRICTED

Authorized Gross Take-off Weight (or authorized
landing weight plus gas consumption to next
station, if less)

68000

60077

Deduct: Operating Weight

Allowable Traffic Weight

4981

Wt. Plane Empty (incl. Oil) 40473

Crew plus Baggage Weight 1440

Gasoline (Gal.) Wt. 16800

Extra Equipment Weight 1004

TOTAL OPERATING WEIGHT 60077

TOTAL TRAFFIC WEIGHT (Below) 4981

ACTUAL GROSS TAKE-OFF WEIGHT 64958

LAST MINUTE LOADING CHARGES

Kind of Load:	Dest.:	Pounds:
Kind of Load:	Dest.:	Pounds:
Devised Actual Gross Take-off Weight		

TRAFFIC ITEM		TOTAL	DISTRIBUTION OF LOADS TO DESTINATION STATIONS													
ON AT THIS STATION	Weight Thru This Station	4981	PIK													
	Passengers (incl. Bag.)	3388														
	Cargo															
	Mail	1493														
TOTAL TRAFFIC WEIGHT (Pounds)		4981	4981													

NUMBER OF PASSENGERS	Thru This Station	14	14													
	On At This Station	14	14													
	Total															

ITEM	TOTAL WEIGHT	NO. OF PASSENGERS
Total Traffic Load	4981	14
Load off Next Station	4981	14
Load Thru Next Station		

REMARKS (Station Delay; Use of less than Allowable Weight; etc.):

CERTIFIED A TRUE COPY:

T.M. Blaisdell
T.M. BLAISDELL
Captain, Air Corps

RESTRICTED

WEIGHTS RESERVED BY SUCCEEDING STATIONS

Pounds:	From:	To:
Pounds:	From:	To:

SIGNATURES:

Traffic Officer Lt. G.W. HICKLEBERRYOperations or Load & Balance Officer Lt. H. KADISPilot GLENN GILLEN

Distribution of Copies: (1) Pilot (2) Wing Headquarters (3) Station.

COPY

4-1289-AF

ATC-OP-1

DATE TRIP AIRPLANE TYPE B-45 No. 1172E. T. D. FROM SE

AIR TRANSPORT COMMAND

FLIGHT PLAN

ENTR

RESTRICTED

AT

MILES

G. C. RHU PILOT NAV. Major, Air Corps,
Director of Operations.

FROM	TO	ZONE NO.	DIST.	TOTAL DIST.	TRUE COURSE	PRESSURE ALTITUDE	TEMP.	WIND DIRECTION AND VELOCITY	TRUE AIR SPEED	WIND CORR. ANGLE	TRUE HEADING	VAR.	MAGNETIC HEADING	GROUND SPEED	ELAPSED TIME	TOTAL TIME	FUEL CONSUMED	GROSS WEIGHT AT TAKEOFF LB. / GAL. ABOARD AT TAKEOFF	
																		FUEL REMAINING	REMARKS
SE	SE	1	100	100	81°	3000	+12	30 / 27	175	SE	75	30°	105°	163	1:05	1:05	202	202	202
	SE	9	196	396	69°	/	/	30 / 27	/	SE	68	31°	99°	161	1:13	2:18	233	432	
	SE	8	208	604	/	/	/	330 / 27	/	SE	99	30°	92°	176	1:21	3:39	287	699	
	SE	7	293	796	73°	/	/	320 / 28	174	SE	67	32°	98	183	1:09	4:48	198	891	905
	SE	6	288	944	/	/	/	320 / 29	/	SE	66	30°	95	187	1:08	5:56	183	1074	
	SE	5	179	1123	82°	/	/	290 / 29	/	SE	75	29°	105	198	1:54	6:24	165	1239	
	SE	4	178	1301	/	/	/	/	171	SE	75	28°	102	198	1:54	7:18	154	1393	905
	SE	3	173	1474	88°	/	+4	280 / 26	/	SE	86	24	120	192	1:54	8:12	154	1547	
	SE	2	174	1648	/	/	/	/	/	11	85	21°	106	192	1:55	9:07	157	1704	
	007	1	240	1888	97°	/	/	270 / 27	168	SE	96	17°	113	195	1:24	10:31	202	1906	905
	SE	0	137	2025	63°	/	/	260 / 32	/	SE	59	14°	73	188	1:42	11:03	115	789	2021

POINT OF NO RETURN ENG. POINT OF NO RETURN ENG.

MILES

KTS.

ESTIMATED

FLIGHT TIME

11:03

FUEL RESERVE
AT DESTINATIONALTERNATE

REQ'D TO ALTERNATE

TIME TO ALTERNATE 1HRS. 00

FUEL RESERVE AT ALTERNATE

SUN RISE/SET AT LAT. LONG. GCT. SUN RISE/SET AT LAT. LONG. GCT.

C O P Y

4-3321.1P

APPROVED

007

PILOT

FLIGHT
OPERATIONS
OFFICER

JAN. 20, 1944

TRANSPORT AND CARGO

RESTRICTED

WEIGHT and BALANCE CLEARANCE

FORM
F

DATE 27 August

AIRPLANE C-54

FROM STV

SERIAL NO. 272

TO PEX

FLIGHT NO. 2-2

CORRECTIONS						REF.	ITEM	WEIGHT	BALANCE OR INDEX UNITS*			
ADDED			REMOVED									
COMPT.	WEIGHT	INDEX	COMPT.	WEIGHT	INDEX							
						1	BASIC WEIGHT	39200	62.0			
						2	OIL (120 GALLONS)	825				
						3	CREW (NO.)	1440				
						4	CREW BAGGAGE					
						5	STEWARD'S EQUIPMENT					
						6	EMERGENCY EQUIPMENT	2664				
						7	EXTRA EQUIPMENT					
						8	OPERATING WEIGHT	43577	71.1			
TOTAL WEIGHT REMOVED												
TOTAL WEIGHT ADDED												
NET DIFFERENCE												
REMARKS A CERTIFIED TRUE COFT: M. R. GARDNER M. R. GARDNER, 1st Lt., A. C., Weight & Balance Off.						9	TAKE-OFF FUEL (270 GALLONS)	1470				
						10	TOTAL AIRPLANE AND FUEL WEIGHT	60077	71.7			
						11	DISTRIBUTION OF LOAD BY WEIGHT					
						COMPT.	PASSENGERS	BAGGAGE	MAIL	CARGO		
						A						
						B		825	1169		1994	60.2
						C			324		324	62.0
						D						
						E						
						F	6	2092			1092	64.7
						G	6	1092			1092	60.3
						H	2	367			367	71.3
I												
J												
K												
L												
M												
N												
O												
P												
PRELIMINARY ESTIMATE						Q						
WEIGHT						12	UNCORRECTED GROSS WEIGHT AT TAKE-OFF	64998	71.3			
ALLOW. GROSS WEIGHT						13	CORRECTIONS					
TOTAL A/P & FUEL WT.						14	GROSS WEIGHT & INDEX AT TAKE-OFF					
ALLOWABLE LOAD (100%)												

* NOTE: Balance units will be used only when load adjusters are not available.

TAKE-OFF IN % M. A. C. 22.3

LIMITS		COMPUTED BY
Recommended Max. Take-off Gross Weight	LB.	APPROVED BY (s) Lt. M. Radish
Recommended Max. Landing Gross Weight	LB.	PILOT (s) Glenn Golden

RESTRICTED

UNITED STATES ARMY AIR FORCES

FLIGHT FORECAST

RESTRICTED

FROM STEPHENVILLE TO PRESTWICK TRACK GREAT CIRCLE ETD 1200 GCT AUG 27 1944

VERTICAL CROSS-SECTION

ZONE	10	9	8	7	6	5	4	3	2	1	0
MILEAGE	160	196	210	194	181	179	177	173	172	240	128
25,000											

NOTE
PILOTS PLEASE WRITE
COMMENTS HEREON,
TURN IN COMPLETED
FORM, AND DISCUSS
ENROUTE WEATHER
CONDITIONS WITH
FORECASTER AT THE
TERMINAL.

20,000'

15,000'

10,000'

5,000'

SEA LEVEL

PRESSURE (INCHES)	3016	3016	3023	3023	3017	3010	3005	2998	2995	2999	2999
-------------------	------	------	------	------	------	------	------	------	------	------	------

SCTDCU TOPS 10,000

WEATHER	BRKN	RAIN	OVC	OVC	BRKN	BRKN	BRKN	BRKN	RAIN	BRKN	BRKN
CEILING	4000	2000	1000	1000	UNL	2500	2000	1000	800	1500	1500
VISIBILITY (MILES)	10	1/2	3	6	10	10	8	4	2	5	5
CLOUD AMOUNT (TENTHS)	Sc 4/10	Sc 1/10	Sc 1/10	Sc 4/10	—	CU 5/10	CU 7/10	Sc 8/10	Sc 10/10	Sc 8/10	Sc 8/10
AND TYPE	AC 3/10	ACAS 10/10	AS 10/10	AS 10/10	AS 8/10	—	—	AC 5/10	ASAC 10/10	AS 5/10	AC 8/10
REMARKS	—	TURB IN CU	—	—	—	—	—	—	WAVE TO SOUTH	—	—
DEGREE OF CONFID	WC	WC	WC	U	U	WC	WC	U	U	U	U

SURFACE	WIND	TEMPERATURE	TEMPERATURE	TEMPERATURE	TEMPERATURE	TEMPERATURE	TEMPERATURE	TEMPERATURE	TEMPERATURE	TEMPERATURE	TEMPERATURE
5,000	NE-10	E-10	NE-10	NNE-8	WNW-14	WNW-14	W-14	WSW-12	WSW-12	WSW-12	WSW-12
10,000	030-15	030-15	330-15	320-20	240-25	210-25	290-25	210-25	270-25	260-30	260-30
15,000	030-20	010-20	330-20	310-25	280-35	280-35	280-35	270-40	270-30	260-35	260-35
20,000	030-20	010-20	310-30	290-35	270-40	270-40	270-35	270-40	270-40	250-40	250-40
	030-20	360-25	310-40	270-45	280-40	270-45	270-45	270-50	260-50	240-45	240-45

EXPLANATION OF SYMBOLS

III RAIN	ICE	BLUE LINE - COLD FRONT
XX SNOW	Y LIGHT	RED LINE - WARM FRONT
Δ Δ HAIL	W MODERATE	PURPLE LINE - OCCLUDED FRONT
≡ FOG	W HEAVY	GREEN LINE 0° OR 18° ISOTHERM
R R THUNDER-STORM		PURPLE LINE (DASHED)
		- RECOMMENDED FLIGHT PATH

SUN AND MOON (GCT)

STATION	SUNRISE	SUNSET	MOONRISE	MOONSET	PHASE
AR	0512	1925	1423	2314	1ST QTR
UT	0404	2246	1240	2257	

WEATHER BROADCASTS

STATION	RADIO CALLS	FREQ	TIME
	RANGE (VOICE):		H+
	AACS (VOICE):		H+
	AACS (CW):		H+
	RANGE (VOICE):		H+
	AACS (VOICE):		H+
	AACS (CW):		H+
	RANGE (VOICE):		H+
	AACS (VOICE):		H+
	AACS (CW):		H+
	RANGE (VOICE):		H+
	AACS (VOICE):		H+
	AACS (CW):		H+

FORECAST TERMINAL & ALTERNATES

PWK: 1500 BRKN VSBY 4.6 mi IN OCCNE
HWS WIND WSW 12 KTS ALT 2994

VALLEY SAME ALT 3008

UTT - CAUV WIND NNE 12 KTS ALT 3017

L. R. Rogers T/Sgt mack
FORECASTER

HEADQUARTERS OF THE ARMY

WEATHER FLIGHT CHART

SCALE 1:100,000

GANDER- DERRYNAUGOGS

WBC 7-40

LATITUDE CONFORMAL, HORIZ. PROJECTION

SCALE TRUE ALONG STANDARD PARALLELS 50° AND 55°

DATE 194 TIME Z

ZONE 12

ZONE 11

ZONE 10

ZONE 09

ZONE 08

ZONE 07

ZONE 06

ZONE 05

ZONE 04

ZONE 03

ZONE 02

ZONE 01

ZONE 00

RESTRICTED

RESTRICTED

29.50

29.59

29.68

29.77

29.86

29.94

30.03

30.12

30.03

30.12

30.21

30.12

30.21

30.21

30.30

30.23

FASTMAP

WJT-PWK

ETD 1200 Z

27 AUGUST 1944

561

RESTRICTED

C-4868.

HEADQUARTERS
1403rd AAF Base Unit, European Division
Air Transport Command, USA

RESTRICTED

APO 648
7 September, 1944


(6)
AF

SUBJECT: Transmittal Accident Report.

TO : Chief Flying Safety, Winston Salem, N.C.
Commanding General, AFHQ, Washington, D.C.
Commanding General, 1400th AAF Base Unit, Headquarters,
European Division, ATC, APO 887.
Commanding General, North Atlantic Division, ATC,
Manchester, N.H.
Commanding Officer, ATC, LaGuardia Field, N.Y.

1. Transmitted herewith is AAF Form 14 Accident Report on accident of C-54A No.171 which occurred at this station 27 August, 1944.

2. The report of the accident committee is approved.


WILLIAM L. FULLER,
Colonel, Air Corps,
Commanding.

ENCLOSURES:

✓ AAF Form 14.
List of Passengers and Civilians.
Mimeographed Statement from Flying Control.
Lt. Polito's Statement.
Form F.
Weather Forecast.
Flight Plan.
Plane Load Computation
Clearance
Photograph of Prestwick Airdrome
Lt. Martin's Statement
Lt. Griffith's Statement
List of those present at Accident Committee Meeting.
Set of 18 Photographs.

PC 1378

- 18 -
RESTRICTED

561





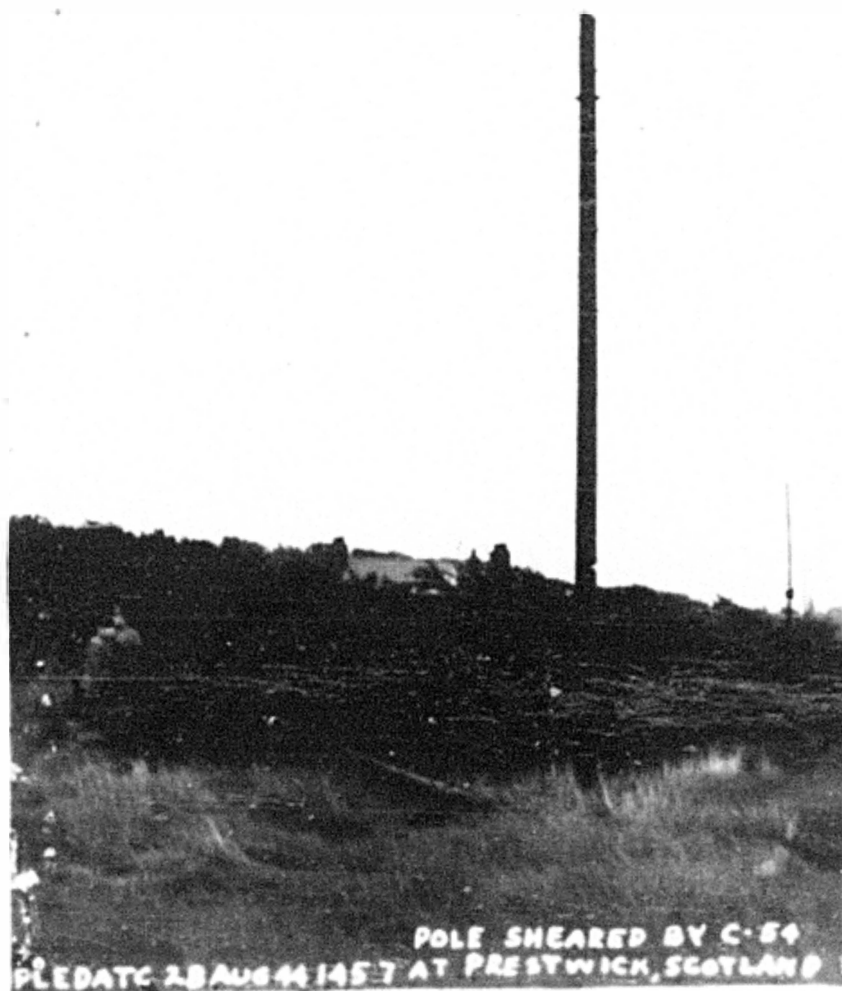




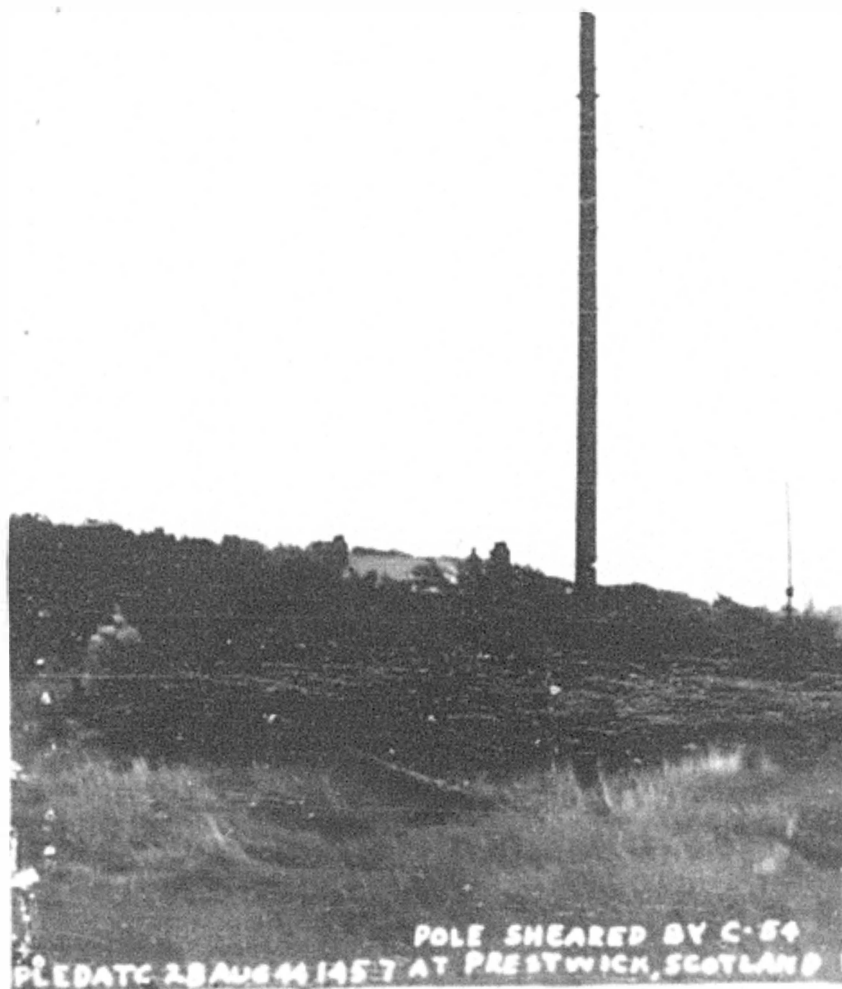




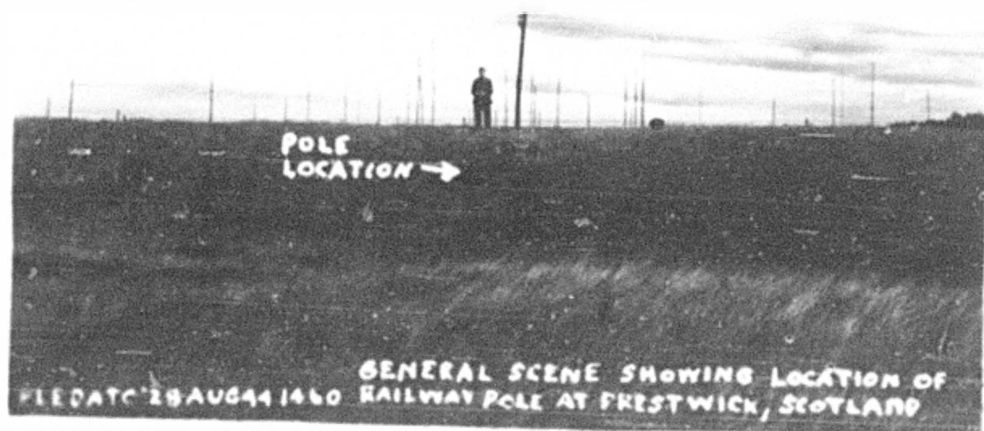
POLE SHEARED BY C-54
PLEDATC 28 AUG 44 1457 AT PRESTWICH, SCOTLAND

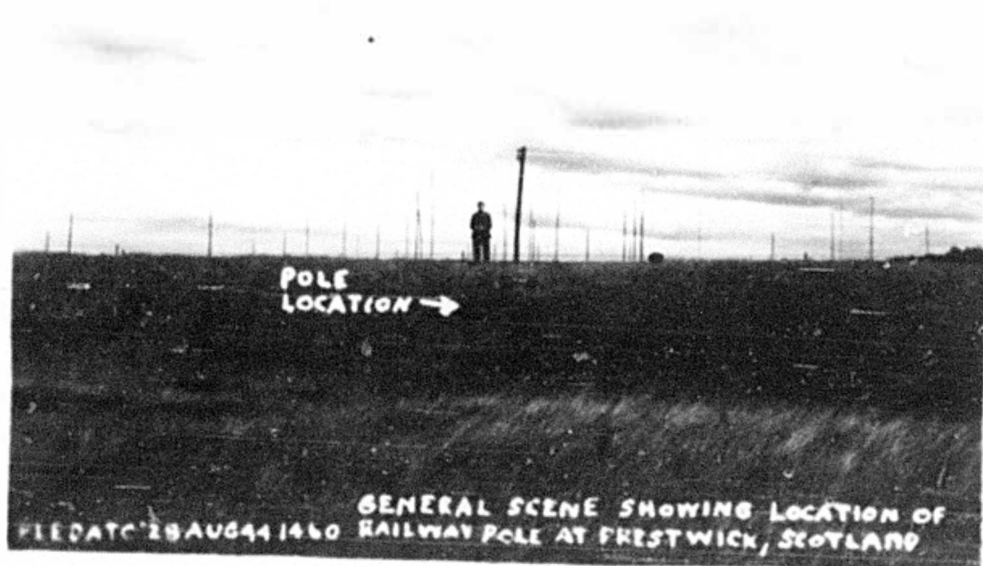


POLE SHEARED BY C-54
PLEDATC 28 AUG 44 1457 AT PRESTWICK, SCOTLAND



POLE SHEARED BY C-54
PLEDATE 28 AUG 44 1457 AT PRESTWICK, SCOTLAND

















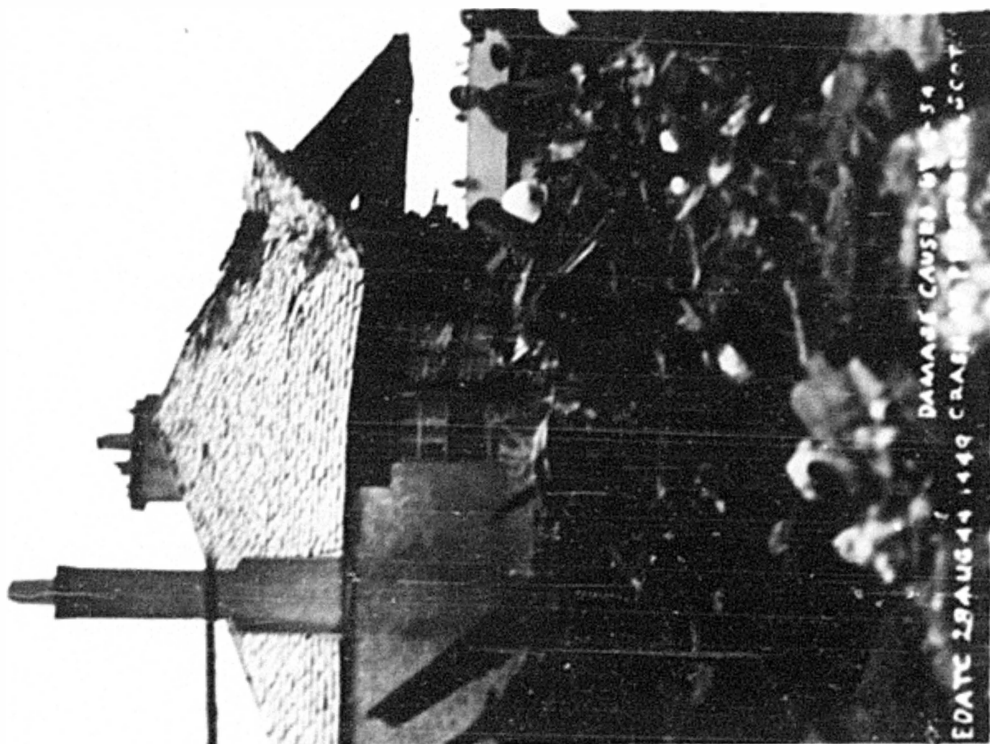




EDATE 25 AUG 44 1449 CRASHED PLANE CAUSE 34
DAMAGE CAUSED BY 34



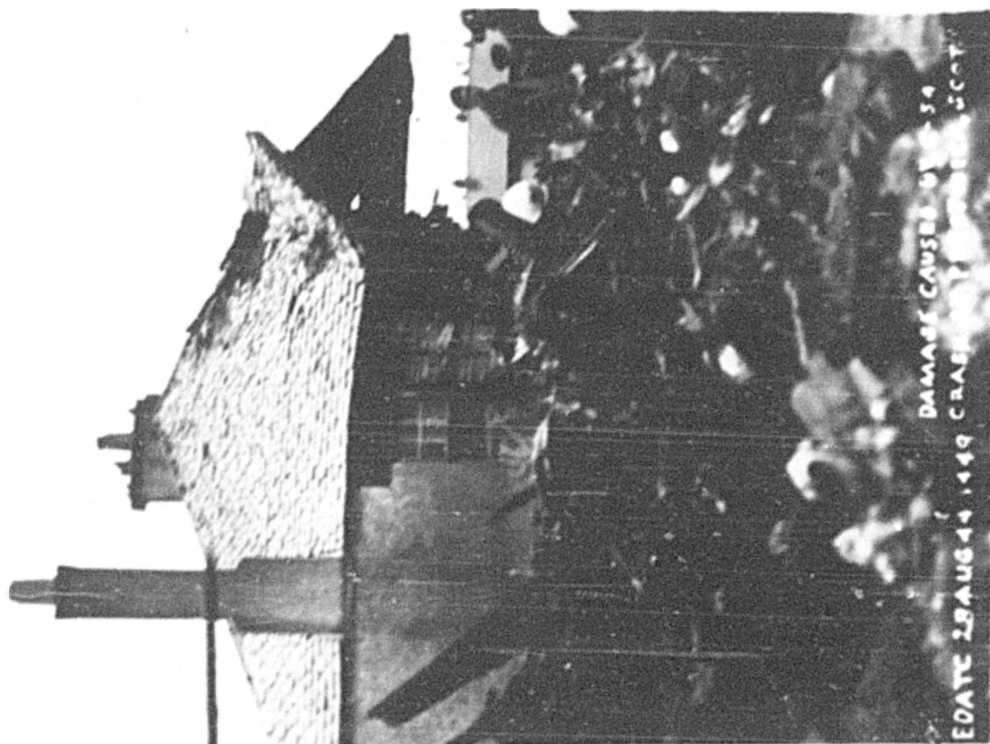
PHOTOGRAPHED 28 AUG 44 1455 SHEARED RAILWAY POLE AT
PRESTWICK SCOTLAND



EDATE 28 AUG 44 1449 CRASHED PLANE SCOTLAND
DAMAGE CAUSED BY 34



PLD DATE 28 AUG 44 1455 SHEARED RAILWAY POLE AT
PRESTWICK SCOTLAND



EDATE 25 AUG 44 1449 CRASHED PLANE
DAMAGE CAUSED BY 34

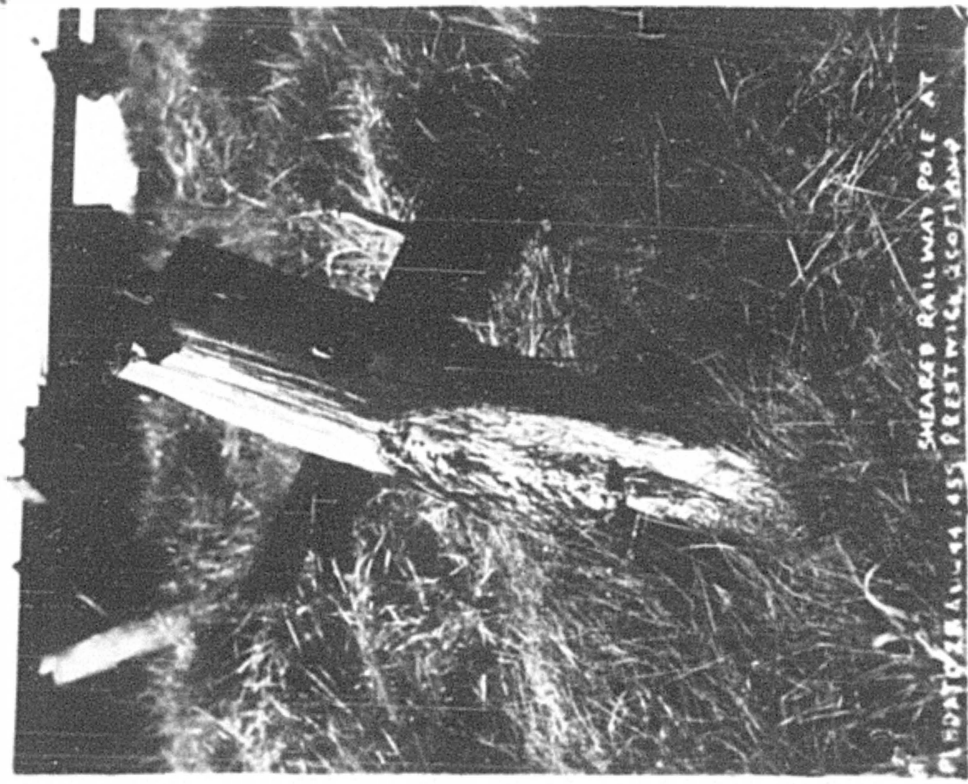


PHOTO 25 AUG 44 1455 SHEARED RAILWAY POLE AT
PRESTWICK ACOFLAMP



POLE HIT BY C-64 AT
LEBATOZBAUGH 1450 P.M. WILK. SCOTLAND



POLE HIT BY C-64 AT

LEBATO 28 AUG 1958 PRESTWICK SCOTLAND



POLE HIT BY C-64 AT

LEBATCZBAUGH 1458 PREETWICK SCOTLAND



P.398. 12.AUG.44. PRESTWICK AERODROME 10000



P.398. 12.AUG.44. PRESTWICK AERODROME 10000

