

RESTRICTED

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 634

5 October 1943.

Took-off at 0710 in plane 3283 from home field. Climbed with formation to an altitude of 19,000 when RPM on #3 began rising. Upon working throttle and RPM control back and forth reading came back to normal. At 23,000 RPM on #3 began rising again. This time I failed to get RPM reading back to normal by use of controls. With throttle retarded prop windmilled at approximately 2500 RPM. Oil temperature began rising so I tried feathering prop. As I tried this oil pressure dropped down to almost nothing. Co-pilot then tried oil dilution switch after which I tried to feather #3 prop again but no success. Co-pilot then stated #3 engine was on fire. Made preparations for bailing out. We then use 1/2 flaps and descended at 1,000 feet per minute during which time fire appeared to go out and part of cowling tore back with some parts blowing away.

At the time we aborted I ran wheels down to show wing men we were dropping out of formation then ran them back up. Later the Co-pilot noticed wheel under #3 engine had dropped back down.

#3 engine was vibrating a great deal and at 8,000 feet an oil line went out on #4 engine causing us to feather #4 prop. We circled over Earls Colne as it was closest field out of cloud cover. At approximately 5,000 feet made one small circle over field as a plane was crashed on one runway then circled to land on first runway possible. Due to power being on one side it was impossible to make the last part of turn in field. Result I crashed landed plane off edge of Earls Colne Field.

Harry L. O'Neal
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1st Lt., AC,
Pilot.

146

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