

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place San Giovanni Airbase, Gerignola, Italy (2) Date 19 January 1945 (3) Time 1500A
 AIRCRAFT: (4) Type and model B-24J (5) A. F. No. 42-51290 (6) Station San Giovanni Airbase
 Organization: (7) 15th Air Force (8) 454th Bomb Gp. (9) 737th Bomb Sq. (H) (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) |
|-----------|-----------------------------|-------------|-----------------|-----------|----------------------|-------------|---------------------------|--------------------------|-----------------------|
| | P. SCHINDLER, Ted K. | P | 0-711030 | 1st Lt. | 18 | AC | 15th AF | None | No |
| | W.P. GRAHAM, James M. | P | 0-711066 | 1st Lt. | 18 | AC | 15th AF | None | No |
| | N. WHEERRY, Charles W. | N | 0-722905 | 1st Lt. | 18 | AC | 15th AF | None | No |
| | B. GRIFFER, Gordon D. | B | 0-2056792 | 1st Lt. | 18 | AC | 15th AF | None | No |
| | E. Swedberg, Arthur E. | E | 31289097 | T/Sgt. | 38 | AC | 15th AF | None | No |
| | R. JOHNSON, Pussell D. | R | 37113972 | T/Sgt. | 38 | AC | 15th AF | Minor | No |
| | G. WILEY, Clarence A. | G | 20456016 | S/Sgt. | 38 | AC | 15th AF | None | No |
| | G. SANDERLIN, William M. | G | 32719005 | S/Sgt. | 38 | AC | 15th AF | Minor | No |
| | G. ZISK, Raymond (NMI) | G | 32105478 | S/Sgt. | 38 | AC | 15th AF | None | No |
| | G. MOSKOWITZ, Martin L. | G | 12176530 | S/Sgt. | 38 | AC | 15th AF | None | No |

(20) Schindler, Ted K. (21) 0-711030 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 15th Air Force (26) 454th Bomb Gp. (27) 737th Bomb Sq. (H) (28) APO 520
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 15th Air Force (30) 454th BG (31) 737th Bomb Sq (H) (32) APO 520
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 8 Feb. 1944 (35) Pilot (36) 8 Feb. 1944 (37) 19 June 1944
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident) OR
 (38) This type 299.20 (42) Instrument time last 6 months T.O. - 1
 (39) This model 84.45 (43) Instrument time last 30 days
 (40) Last 90 days 156.05 (44) Night time last 6 months
 (41) Total 407.10 (45) Night time last 30 days

AIRCRAFT DAMAGE N/E

| DAMAGE | (40) LIST OF DAMAGED PARTS |
|------------------------------|--------------------------------------|
| (46) Aircraft <u>W A</u> | Fuselage, Left Wing and Landing Gear |
| (47) Engine(s) <u>W A</u> | #1 and #2 Engines. |
| (48) Propeller(s) <u>W A</u> | #1 and #2 Propellers |

(50) Weather at the time of accident High scattered clouds, visibility unlimited, wind southwest at twenty-four (24) MPH. ET

(51) Was the pilot flying on instruments at the time of accident NO.

(52) Cleared from San Giovanni A/F (53) To Combat (54) Kind of clearance Contact

(55) Pilot's mission Combat Bombardment Operational Mission.

(56) Nature of accident Immediately after landing, while the airplane was still light and rolling down the runway, a strong cross-wind from the right caused it to slip to the left side of the runway where the left gear caught in the mud, swerving the plane off the runway and collapsing the left gear.

(57) Cause of accident A heavy cross-wind forced the plane into the mud along left edge of the runway.

(58) Has Form 54 been submitted? No. IV T 02-80

RESTRICTED

DESCRIPTION OF ACCIDENT

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

Upon returning from a combat bombing mission the pilot attempted a cross-wind landing in a 30 to 35 MPH cross wind from the right. The pilot employed crab on the approach to prevent drifting, kicked the crab out and touched down but held his nose off the ground. As the airplane was light on its wheels the cross wind drifted the aircraft to the left edge of the runway which was extremely muddy. The left gear snapped, causing the airplane to swerve 90° to the left and skid to a stop.

It is the opinion of the Accident Board that responsibility should be allotted as follows: 50% pilot error due to faulty technique and 50% miscellaneous (Weather 25-30 MPH cross-wind at the completion of a combat bombing mission). The pilot demonstrated poor technique in holding the nose off after touching down in a strong cross-wind.

James F. Means
JAMES F. MEANS,
Lt. Col., Air Corps,
Investigating Officer.

William R. Grady
WILLIAM R. GRADY,
Major, Air Corps,
Investigating Officer.

William R. Large, Jr.
WILLIAM R. LARGE, JR.,
Lt. Col., Air Corps,
Senior Officer - Aircraft
Accident Investigation Board.

Signature _____
(Investigating Officer)

Date 24 January 1945

1-19-45 DATE STATION APO #520 AIRCRAFT MODE B-24J
 GROUP NO. AND TYPE 454 Bomb (H) AIRCRAFT SERIAL NO. 42-51290
 SGT. ROSS CREW CHIEF OR AERIAL ENGINEER SQUADRON NO. AND TYPE 737 Bomb (H)

| MEMBERS CLASS | NAME - RANK - ORGANIZATION | USE AS DIRECTED LOCALLY | ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER TIME FLIGHT OR REMAINDER OF DUTY PERIOD. | | | | | | | FLIGHT DATA | |
|---------------|------------------------------|-------------------------|--|---------|-----------|---------|-----------|---------|-----------------------|----------------|--|
| | | | DUTY FROM | DUTY TO | DUTY FROM | DUTY TO | DUTY FROM | DUTY TO | TERMINALS AND MISSION | NO. OF LANDING | |
| 18 | Schindler, Ted K. 1st Lt. | | 7:35 | | | | | | | 07:25 | |
| 18 | Graham, James M. 1st Lt. | | 7:35 | | | | | | | 15:05 | |
| 18 | Wherry, Charles W. 1st Lt. | | 7:35 | | | | | | | 7:35 | |
| 18 | Griffes, Gordon D. 1st Lt. | | 7:35 | | | | | | | | |
| 38 | Swedberg, Arthur F. T/Sgt. | | 7:35 | | | | | | | | |
| 38 | Johnson, Russell D. T/Sgt. | | 7:35 | | | | | | | | |
| 38 | Wiley, Clarence A. S/Sgt. | | 7:35 | | | | | | | | |
| 38 | Sanderlin, William M. S/Sgt. | | 7:35 | | | | | | | | |
| 38 | Zisk, Raymond S/Sgt. | | 7:35 | | | | | | | | |
| 38 | Moskowitz, Martin L. S/Sgt. | | 7:35 | | | | | | | | |

A TRUE COPY
 CAPTAIN S. P. PETERS, USAF
 Captain, Air Corps
 Operations Officer

WAR DEPARTMENT
 A. F. M. FORM NO. 1
 2-2-42

CHECKED: LEGIBLE AND CORRECT

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A

FLIGHT REPORT - OPERATIONS

TOTAL FLIGHT TIME 7:35

HEADQUARTERS
737TH BOMBARDMENT SQUADRON (H), AAF
454TH BOMBARDMENT GROUP (H), AAF
APO #520
US ARMY

O/TES/jcc

19 January 1945

S T A T E M E N T

1. Returning to this base from a combat mission and carrying 5,000 pounds of bombs, I peeled off to the right in preparation to land on the west runway to the south. In giving landing instructions the control tower warned of a twenty-five (25) MPH crosswind from the west. In turning in on the final approach I set in sufficient crab to counteract the crosswind, my engineer called out the airspeed at 135 down the approach. I made a normal flare out and touched my wheels at the end of the matting. I landed with a slight crab and while rolling lightly, started to straighten it out. At this point, the plane began to skid to the left side of the runway. I attempted to bring it back to center with rudder and throttle but was unable to keep it from slipping to the left where the left main gear caught in the soft mud and collapsed swinging the plane to the left where it skidded to a stop. The co-pilot cut the switches as the plane left the runway.

Ted K. Schindler

TED K. SCHINDLER,
1st Lt., Air Corps,
O-711030.

HEADQUARTERS
737TH BOMBARDMENT SQUADRON (H), AAF
454TH BOMBARDMENT GROUP (H), AAF
APO 520 U.S. Army

C/JMG/etm

19 January 1945

S T A T E M E N T

Before the landing which resulted in the accident in question we had been cautioned by the tower that there was a strong cross wind. Mindful of this fact we established a base leg and approach which gave us plenty of time to compensate for drift. The check list was used and the "Before Landing" section completed as we turned on the approach. As we neared the ground the aircraft was making good a track straight down the center of the runway. The engineer was calling off the airspeed which remained between 130 and 135 until just before the flare-out at which time it started to decrease and it appeared as though the landing would be good, with the main gear touching toward the south end of the mat. As the gear was about to contact the ground the Pilot kicked out the crab and the airplane touched in a line almost parallel with the runway and approximately in the center of the runway. While the aircraft was still light the cross wind caught it and forced it to the left side of the runway where the left gear ran through a muddy section of the landing strip. The Pilot applied power and rudder to try to bring the plane back to the center of the strip and when both failed and the aircraft continued to pull off the runway brakes were applied. About this time the left main gear struck an exceptionally soft spot and swerved the aircraft to the left breaking off the left gear, collapsing the nose-wheel and shearing number one (1) and two (2) propellers. As soon as the aircraft started to swerve I cut the switches, first the crash bar, then the battery and mag switches. After the left main gear and nose-wheel broke off the aircraft skidded sideways on the right gear and belly and came to a stop at which time we quickly abandoned the ship thru the waist windows and top hatch.

James M. Graham

JAMES M. GRAHAM,
1st Lt., Air Corps,
O-711066.

HEADQUARTERS
737TH BOMBARDMENT SQUADRON (H), AAF
454TH BOMBARDMENT GROUP (H), AAF
APO 520 U.S. Army

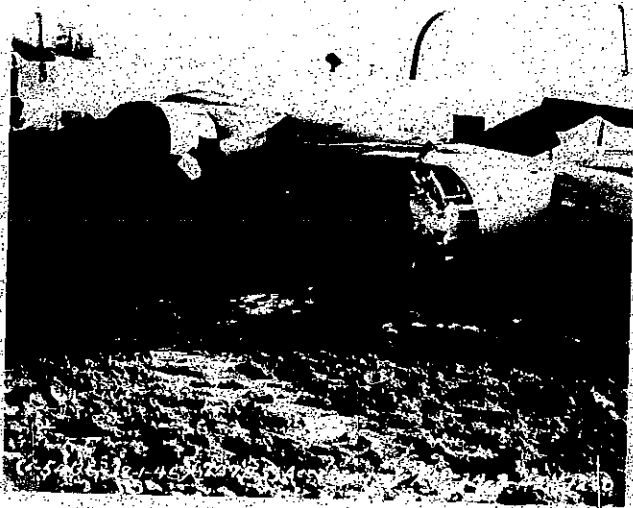
C/AFS/ehh

19 January 1945

S T A T E M E N T

Everything was normal on our final approach with the check list completed. I was calling off the airspeed which was 135MPH. As our wheels touched, a cross-wind caught us and we were a little to left on the runway, our airspeed was about ninety-eight (98) MPH at this time. The left wheel caught in the mud and it kept gradually pulling it off until the left gear collapsed completely. This swung us off the runway altogether where we turned 90 Degrees and stopped.

Arthur F. Swedberg
ARTHUR F. SWEDBERG,
T/Sgt., 31289097.



HEADQUARTERS
454TH BOMBARDMENT GROUP (H), AAF
APO 520, U. S. Army

E/JM/tz

26 January 1945

SUBJECT: Accident Report.

TO : Chief, Flying Safety, Winston-Salem, North Carolina.

1. In compliance with AAF Regulation 62-14A, dated 28 January 1944, transmitted herewith is the completed AAF Form 14 and inclosures pertaining to aircraft accident on 19 January 1945, of B-24J, AF No. 42-51290.

For the Commanding Officer:

Joseph Minotty
JOSEPH MINOTTY
Major, Air Corps,
Adjutant.

8 Incls:
Incl 1 - AAF Form 14.
Incl 2 - AAF Form 1.
Incl 3 - AAF Form 1A.
Incl 4 - AAF Form 205.
Incl 5 - Statement of 1st Lt. T. F. Schindler.
Incl 6 - Statement of 1st Lt. Graham.
Incl 7 - Statement of T/Sgt. Swedberg.
Incl 8 - Photos.