

507

Accident No. 75-127-507

Date

Checked by YJM 1-1-45

Analyzed by APJ

Copied for Wright
Field by DC

Notes

5209710-44075

12-27-44
 7785
 19-015

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

45-12-7-507
 26

(1) Place Gioia Air base, Italy (2) Date 7 December 1944 (3) Time 0750A
 AIRCRAFT: (4) Type and model B-24J DO (5) A. F. No. 42-52073 (6) Station APO 520
 Organization: (7) 15th AF (8) 454th Bomb (H) (9) 739th Bomb (H)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL BH

7785

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	PAPPAS, George H.	P	0-737849	1st Lt	01	AC	15th AF	None	None
CP	GRAHAM, Millard F.	P	0-2059162	2nd Lt	18	AC	15th AF	None	None
N	MOCRE, Howard L.	N	0-2060340	2nd Lt	18	AC	15th AF	None	None
B	STONER, Howard R.	B	0-2056839	2nd Lt	18	AC	15th AF	None	None
E	JENSEN, Howard J.	E	16003828	T/Sgt	20	AC	15th AF	None	None
RO	WESTRUP, Medard	RO	37568876	Cpl	38	AC	15th AF	None	None
G	EASTERLY, John D.	G	18197678	Cpl	20	AC	15th AF	None	None
G	DI SOTEO, Albert A.	G	32778532	Cpl	38	AC	15th AF	None	None
G	WICKERT, Richard	G	33635863	Cpl	38	AC	15th AF	None	None
G	TESCH, Kenneth R.	G	36841510	Spl	38	AC	15th AF	None	None
PFF N	MANDELZWEIG, Arthur L.	N	0-768887	2nd Lt	18	AC	15th AF	None	None

PILOT CHARGED WITH ACCIDENT

(20) PAPPAS, George H. (21) 0-737549 (22) 1st Lt (23) 01 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 15th AF (26) 454th Bomb (H) (27) 739th Bomb (H) (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) Pilot (34) 2-6-43 Present rating (35) Pilot (36) 2-6-43 Instrument rating (37) 7-2-44
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type _____ 158.55 (42) Instrument time last 6 months _____ 20.15
 (39) This model _____ 136.35 (43) Instrument time last 30 days _____ 11.00
 (40) Last 90 days _____ 40.50 (44) Night time last 6 months _____ 25.45
 (41) Total _____ 1223.10 (45) Night time last 30 days _____ 12.55

AIRCRAFT DAMAGE

NE 1 out 1/2/45

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	Left and right main landing gear and nose gear. (Fuselage underside between station 1.0 through station 7.0 as result of crash landing.
(47) Engine(s) <u>1 1 1 1</u>	
(48) Propeller(s) <u>1 1 1 1</u>	

(50) Weather at the time of accident 3,500 ft. overcast; visibility unrestricted; wind Southwest at 8 mph.

(51) Was the pilot flying on instruments at the time of accident Yes (Instrument take-off because of darkness).

(52) Cleared from San Giovanni AB (53) To Combat (54) Kind of clearance Contact

(55) Pilot's mission Combat Bombing

(56) Nature of accident Take-off accident, A/C hit slight rise of ground approximately 1,000 ft. after leaving end of 6,000 ft. runway. A/C later successfully crash landed.

(57) Cause of accident A/C did not have sufficient altitude after clearing end of runway.

(58) Was form #64 submitted? No.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

It is the opinion of the accident committee that this accident was caused by 100% pilot error. Evidence indicates that all engines were putting out full power and were operating correctly. It is felt that the pilot demonstrated poor technique in raising the gear so soon on take-off and it appears that braking the wheels caused the nose gear to return to the ground if it was off the ground at all when the A/C left the runway. The A/C rolled approximately 1,000 ft. from the end of the runway, struck the road ditch causing damage to the landing gear, and touched ground four or five times before becoming completely airborne. The nature of the wheel tracks in the soft ground off the end of the runway indicates that the aircraft was practically airborne during this period. The pilot demonstrated excellent technique in effecting a successful crash landing of the A/C.

James F. Mears
JAMES F. MEARS,
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 14 December 1944

12-7-44
DATE

AFO 520
STATION

454th Bomb Group (H)
GROUP NO. AND TYPE

B-24 J
AIRPLANE MODEL

T/Sgt. Jensen

739th Bomb Squadron (H)
SQUADRON NO. AND TYPE

42-52073
AIRPLANE SERIAL NO.

CREW CHIEF OR AERIAL ENGINEER

PERS. CLASS	NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER					TERMINALS AND MISSION			FLIGHT DATA		
			DUTY	N	O	R	I	DUTY	N	O		R	I
01	Pappas, G. H. 1st Lt., O-737849	3	P	N	CP	N	:	:	:	:	:	:	02 : 20
18	Graham, M. F. 2nd Lt., O-2059162		CP	N	P	N	:	:	:	:	:	:	07 : 50
18	Moore, H. L. 2nd Lt., O-2070340		N	:	:	:	:	:	:	:	:	:	5 : 30
18	Mandelzweig, A. L. 2nd Lt., O-768887		P	N	:	:	:	:	:	:	:	:	
18	Stoner, H. R. 2nd Lt., O-2056839		B	:	:	:	:	:	:	:	:	:	
20	Jensen, H. J. T/Sgt 16003828		E	:	:	:	:	:	:	:	:	:	
38	Westrup, M. J. Cpl. 37568876		R	:	:	:	:	:	:	:	:	:	
38	DiSotelo, A. A. Cpl. 32778532		G	:	:	:	:	:	:	:	:	:	
20	Easterly, J. D. Cpl. 18197678		G	:	:	:	:	:	:	:	:	:	
38	Wickert, R. J. Cpl. 33835463		G	:	:	:	:	:	:	:	:	:	
38	Tesch, K. R. Cpl. 36841510		G	:	:	:	:	:	:	:	:	:	
A TRUE COPY:													
ROBERT G. DARCY, 1st Lt., Air Corps, Operations Officer													
WAR DEPARTMENT A. F. FORM NO. 1 TENTATIVE-12-18-41													
FLIGHT REPORT - OPERATIONS													
CHECKED: LEGIBLE AND CORRECT													
TRANSCRIBED: TOTAL FLIGHT TIME ON FORM 1A													
TOTAL FLIGHT TIME													5 : 30

8410704-7878 - AMERICAN SALES BUREAU CO., INC., SUDBURY FALLS, N. Y.

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIO FOR CHECKED		
		BY	STATION		SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	12-7	C	APO 520														
DAILY	12-7																
25 HOURS	216:30			1ST		2700		128		128		128		128			
50 HOURS	24:30			2ND													
100 HOURS	291:30			3RD													
				4TH													
				5TH													

Oil Scr. 12-7

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	O	Olderham	APO 520
GUNNERY	O	Olderham	APO 520
CHEMICAL			
COMMUNICATIONS	M	Moser	APO 520
PHOTOGRAPHIC			
NAVIGATION			
Pathfinder	J	Jones	APO 520
Gee	D	Dean	APO 520

STATUS TODAY		EXPLANATION:
1.	2.	
/		T.O. 01-5-104 NOT C/W
3.	4.	

EXCEPTIONAL RELEASE
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT

1. *JHP*
2. *Pappa*
3. *Pappa*
4.

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

AIRPLANE AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	220:55	220:55	220:55	220:55
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	100 HR. INSP.			
CURD CLEANING DUE	DAILY			
	HOURS TO DATE	220:55		
AIRPLANE	HOURS TODAY			
	TOTAL			

A TRUE EXTRACT COPY:

Robert G. Darcy
ROBERT G. DARCY,
1st Lt., Air Corps,
Operations Officer.

ENGINE DATA	AIRPLANE DATA	AIRPLANE ORG. DATA	STATION
(1) BP 448087 ENGINE SERIAL NO.	A.A.F. COMPONENT	304th Bomb Wing CORPORATION, COMPANY AREA OR DEPT.	12-7-44 DATE
(2) BB 448194 ENGINE SERIAL NO.	B-24J AIRPLANE MODEL	454th Bomb Grp (H) GROUP NO. AND TYPE	APO 520 STATION
(3) BP 448276 ENGINE SERIAL NO.	42-52073 AIRPLANE SERIAL NO.	739th Bomb Sq (H) SQUADRON NO. AND TYPE	
(4) BP 449372 ENGINE SERIAL NO.	R-1830-65 ENGINE SERIAL NO.	15th AIR FORCE	
TOTAL FLIGHT TIME			

739TH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer
APO 520 US Army

9 December 1944

SUBJECT: Statement on Aircraft Accident

TO : Whom It May Concern

1. At 0200 o'clock on 7 December 1944, plane 42-52073 took off for a combat mission. The engines and ship on preflight checked o.k., no trouble whatsoever. As we began to roll the nose wheel acted as if it was broken or a flat tire. Never the less we lifted the nose about 80 mph and approximately half way down the runway we had about 100 mph. As we proceeded on and nearing the end of the runway, the plane refused to fly. At the end of the runway, using full emergency power, I was forced to ease back futher on the wheel forcing the ship to mush off and at the same time having the co-pilot, Lt. Graham, raise the gear. Still using full emergency power, the ship began to settle and we hit with a jar. Having 125 mph air speed and full power the plane again mushed into the air and for three or four miles we climbed only a few feet expecting once again to mush in. However, fate being with us, we finally climbed to 2,000 feet which took about one hour, and proceeded to the Adriatic where we jettisoned our bombs. On impact we severely damaged the rising gear and the trailing antenna. We also damaged the rudder control, which after one hour came back into operation, however the rudder trim tab never responded again. At this time trying to maintanc our altitude we were using a power setting of 2600 rpm and 49 inches hg., We sit up our automatic pilot, which greatly improved the ships flying characteristics and managed to raise the broken front wheel which was dangling about a foot and a half below normal wheel down position. This helped unnessesly so I decided to remain aloft, consuming our petrol and to make a belly landing at the break of dawn. During this time we did everything possible, either to raise or lower the gear, but all in vain.

2. We again flew over the Adriatic tossing overloaded all loose equipment, including waist guns, and all ammunition, placed all our flak suits in the tail turret to add weight to the tail for landing.

3. About 06:45 hours, Capt. Huff, in the B-25, flew beside and below us to examine our trouble and then we were told to land at Gioia. I told the crew to take their ditching positions and we landed at Gioia making a good belly landing.

4. The crew received no injury whatsoever but the ship was damaged on impact after take off, and naturally on landing.

George H. Pappas
GEORGE H. PAPPAS,
1st Lt., Air Corps,
Pilot

739TH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer
APO 520 US Army

9 December 1944

SUBJECT: Statement on Aircraft Accident.

TO : Whom It May Concern.

1. We took off at 0200 hours on 7 December 1944 in Ship 42-52073 on a combat mission. The ship was OK on preflight. After starting down the runway the nose wheel began to vibrate as though the tire was flat; the ship did not seem to be picking up speed as fast as it should. All four engine instruments were reading normal. About two-thirds down the runway the pilot put on full emergency power. At the end of the runway the ship seemed to be very sluggish in responding to flight so the pilot had to pull it off. At the pilot's signal I put the gear handle in the UP position. Soon after the gear started up, the ship began to settle back to the ground. We seemed to hit only once then stayed in the air. Although we had full power, we were climbing very slowly, reaching 2,000 feet in approximately an hour and dropped our bombs in the Adriatic.

2. In a survey of damage it was found the nose wheel was broken and hanging down. The engineer, with some assistance, got it back up into the ship. We then tried to get the main gear up or down but were unsuccessful. We then tried to crank it down with the emergency crank but were still unsuccessful. We flew around until 0645 hours when Capt. Huff came up in a B-25 to look our gear over. He notified us about the damage and gave us instructions to land at Gioia. A good belly landing was accomplished.

Willard F. Graham
WILLARD F. GRAHAM,
2nd Lt., Air Corps,
Co-pilot.

739TH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer
APO 520 US ARMY

9 December 1944

SUBJECT: Statement on Aircraft Accident

TO : Whom It May Concern

1. Preflight:

Engines ran up OK; mags, rpm, and Man. Press. checked OK. on all engines.

Take Off: Engines rpm and Man. Press. o.k. (All rpm about 2700 and Nos. 1 & 2 Man. Press. 50 or 51" hg., Nos. 3 & 4, 50" or 51" hg. and 48" or 49" hg. Could not distinguish one from the other because of no fluorescent light. Air speed seemed slightly slower in picking up than normal but not excessively so. The ship, however, seemed sluggish in its lift for the airspeed reading. The ship, left the ground at the end of the mat but seemed unable to gain altitude. The gear handle was put in the up position a few seconds after the ship was air-borne. Apparently the ship was unable to gain enough altitude to clear the ground past the south end of the runway as it hit the ground after the gear had started up. One shock was felt as the ship hit. The Assistant Engineer (Waist Gunner) was watching the right gear come up before the ship hit, and reported that the right gear was almost 45 degrees up when the ship hit the ground.

11. The ship glanced off the ground and became air-borne again. It was very sluggish and gained altitude very slowly. Engines checked ok. by instruments but climb was slow.

Flying: After noticing main gear was almost in down position, we attempted to put it up with the gear handle (shortly after hitting the ground) but failed to move it. We then tried to lock it down with the gear handle but failed to move it. Checked nose gear and found actuating piston arm broken off and part of support structure broken off leaving nose wheel dangling out the nose. Attempted to disconnect nose gear and throw it out completely but were unable. Were successful in pulling nose gear back into nose compartment by tying heated suit cords on gear and two men pulling cords and three men pulling on the gear. The nose gear was hanging out with the strut two or three inches inside the nose compartment.

(continue)

111. After getting the nose gear inside it was secured by tying it with several heated suit cords. (Nose gear tire apparently not blown out.) We attempted to crank main gear down with emergency crank but failed to move it. At daylight we discovered a broken hydraulic line on the left main gear. A B-25 flew along side and reported our main gear was shot.

To avoid things flying around the waist, the waist guns were thrown out and a few other things with them. Flak suits were put in tail turret to weight tail down on landing. Flight deck was cleared of loose objects. Waist windows and flight deck escape hatch were removed, and fuel gauge shut off valves were closed shortly before landing.

Landing: Crew (excluding pilot, co-pilot, and engineer) took crash positions in waist. Emergency gear lowering system was cranked down as far as possible to help support gear for main landing shock. Three way valve on hydraulic tank was put in vertical position to use reserve supply for lowering flaps. The Engineer stood in back on pilot and co-pilot reading airspeed till about 20 or 25 feet off the ground. Then the main fuel selector cocks were turned off and the engineer sat on the mickey seat and braced against the pilot seat. When the plane hit the gear seemed to support the plane a moment before the belly hit. When the plane hit the ground the co-pilot threw the crash bar switch off. When the plane stopped the crew immediately jumped out through waist windows and flight deck hatch.

The left main gear was broken and folded to the rear. The right gear was in a normal partially retracted position. No damage to props or wings apparently.

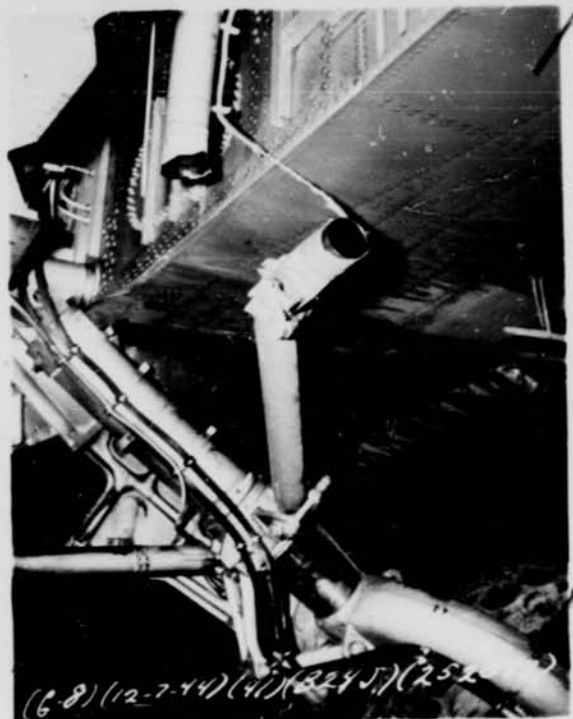
Howard J. Jensen
HOWARD J. JENSEN,
T/Sgt., Air Corps,
Engineer.



(C47)(12-7-44)(41)(B24J)(252073)



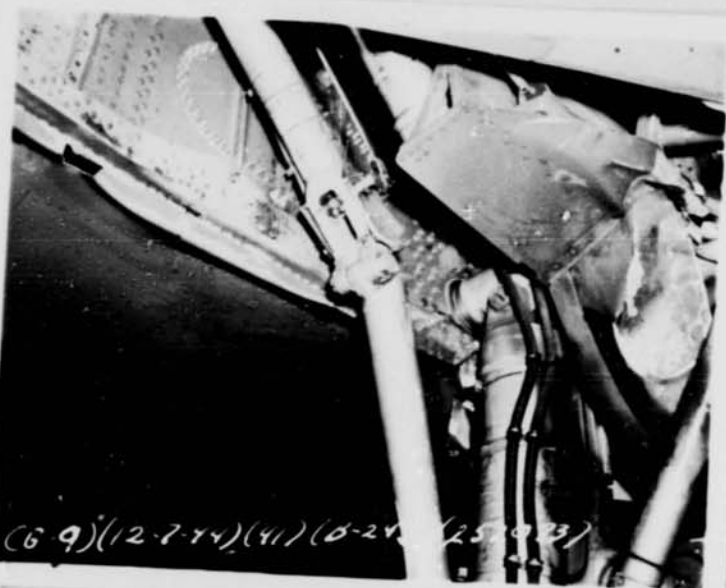
G-1)(12-7-44)(41)(B-24J)(252073)



(68) (12-7-44) (41) (22457) (252073)



(12-7-44) (41) (22457) (252073)



(G 9)(12-7-44)(41)(B-24J)(252073)



(G 5)(12-7-44)(41)(B-24J)(252073)



(G 6)(12-7-44)(41)(B-24J)(252073)

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

C-JFM-tz

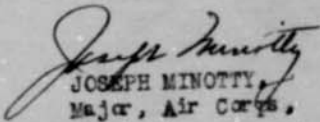
15 December 1944

SUBJECT: Transmittal of Aircraft Accident Report.

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

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 of B-24J No. 42-52073, 7 December 1944.

For the Commanding Officer:


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. G. H. Pappas.
- Incl 6 - Statement of 2nd Lt. M. F. Graham.
- Incl 7 - Statement of T/Sgt. H. J. Jensen.
- Incl 8 - Photos.