

**542**

Accident No. 14-3-27-542

Date

Checked by

JM

5-16-44

Analyzed by

TMB

5-19-44

Copies for Wright

Field by \_\_\_\_\_

Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1225:9-43

Accident No.

44-3-27-542

Pilot's Name

Heff, Samuel E. 2nd Lt.

Nature Group

06 Landing

Specific Nature

32 Undershot

Underlying Nature

61 Pilot misjudged distance.

3 Cause Group

110 02 Pilot Error - Technique

Specific Cause

29 Momentary lack of proficiency

Underlying Cause

12 Lack of alertness  
improperly applied  
failure to use  
throttle, etc.

Cause Group

55% 07 Supervisory Personnel

Specific Cause

37 Instructor

Underlying Cause

35 Waited too long before  
attempting to correct a  
dangerous mistake.

05% Cause Group

33 Weather  
Specific Cause

85 Weather  
Underlying Cause

31 Weather

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

14-327-542  
4

(1) Place APC 520, U. S. ARMY (2) Date 27 March 1944 (3) Time 1725  
 AIRCRAFT: (4) Type and model B-24H (5) A. F. No. 42-52245 (6) Station APC 520  
 Organization: (7) 15th AF (8) 454th Bomb Gp (9) 739th Bomb Sq (H)  
(Command and Air Force) (Group) (Squadron)

PERSONNEL BH

NO.	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)
1	McALLISTER, Joe E.	P	0-726597	1st Lt	01	AC	15th AF	none /	none
2	NEFF, Samuel E.	P	0-669983	2nd Lt	1801	AC	"	" /	"
3	BOBINSKY, Charles (NMI)	N	0-801416	2nd Lt	1801	AC	"	" /	"
4	HOLLOWAY, William L.	N	0-809609	2nd Lt	1801	AC	"	" /	"
5	GILL, Swight J.	E	0-629436	2nd Lt	01	AC	"	" /	"
6	McGINLEY, John S.	AE	13123584	S/Sgt	3820	AC	"	" /	"
7	SKIVER, William R.	R	35612199	T/Sgt	3820	AC	"	" /	"
8	WHITE, Wayne E.	E	16075918	Sgt	20	AC	"	" /	"

RECEIVED  
HEADQUARTERS  
ARMY AIR FORCE  
MAY 16 1944  
OFFICE OF PLANE SAFETY

PILOT CHARGED WITH ACCIDENT  
 (20) NEFF SAMUEL E. (21) 0-669983 (22) 2nd Lt (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 15th AF (26) 454th Bomb Gp (27) 739th Bomb Sq (H) (28) APC 520  
(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) 8-10-43 Present rating (35) Pilot (36) 8-10-43 Instrument rating (37) ---  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:  
(at the time of this accident)  
 (38) This type B-24 300:25 (42) Instrument time last 6 months ---  
 (39) This model B-24H 254:55 (43) Instrument time last 30 days ---  
 (40) Last 90 days 155:20 (44) Night time last 6 months ---  
 (41) Total 526:20 (45) Night time last 30 days ---

AIRCRAFT DAMAGE NF

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 4</u>	Right landing gear broken off. Right wing damaged. Ball turret torn out. Bomb bay section buckled severely.
(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 CAVU - Wind between 20 and 25 mph. BF

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from San Giovanni (53) To Return (54) Kind of clearance Contact  
 (55) Pilot's mission Bombing Practice and Transition. 01

(56) Nature of accident Undershot runway on approach for landing. Right landing gear gave away due to rough ground.

(57) Cause of accident Strong gusty wind caused pilot to undershoot runway; hit the lip of the runway and landing gear broke off.

(58) HAS FORM 554 BEEN SUBMITTED? Not necessary

01  
13  
22  
80

DESCRIPTION OF ACCIDENT

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

This accident is attributed to 100% pilot error due to poor technique of the co-pilot who made the landing.

In the future, transition will only be flown under more favorable operating conditions, and instructor personnel will be more alert in taking over when the condition necessitates.

*James D. Jamison*  
JAMES D. JAMISON,  
Captain, Air Corps,  
Investigating Officer.

*Corwin C. Grimes*  
CORWIN C. GRIMES,  
Captain, Air Corps,  
Investigating Officer.

Signature

*James A. Gunn, III*  
(Investigating Officer)

JAMES A. GUNN, III,

Lt. Col, Air Corps,

Senior Officer - Aircraft

Accident Investigation Board

Date





(US RESTRICTED Equals BRITISH RESTRICTED)

737TH BOMBARDMENT SQUADRON (H) AAF 2/SUN/44  
Office of the Operations Officer  
APO 9620 US Army

27 March 1944

620701: Accident Report on Plane 42-52345

Group 3-3 454th Bombardment Group (H) AAF, APO 9620 & Postmaster  
New York, New York.

1. Below is the statement of the Co-Pilot of Plane 42-52345

"On March 27 1944 we took-off at 12:00 noon as the lead ship of the Group formation for practice bombing Target 43. I was flying as co-pilot on Aircraft #248. After take-off we made normal pattern and circled field three times waiting for the remainder of planes. The rendezvous was at 3,000 ft. and at 12:45. The ceiling was 4,000 ft. at the time and the visibility was very poor. At 12:45 we were over the field on course, but had only four planes in the squadron. The tower advised that we were to continue the mission as previously scheduled. We arrived over Target 43 at 14:45, which we saw through a small hole, but were unable to bomb as there were 0.0 Cumulus at 12,000 ft.

We then returned straight to field, received landing instructions, and peeled the squadron off at 2,500 ft. The Bombardier at this time had not finished replacing all the pins in the bombs. To allow time for replacing the rest of the pins. I circled and made another approach to the field. Twenty degrees flaps were lowered on base leg by 1st Lt. Joe E. McAllister who was acting co-pilot at the time, and full flaps as we turned on final approach seemed normal, Air Speed, 170 mph, RPM 2500, Auto Rich, Boosters on, Superchargers set.

I slowly cut the throttles and started flaring the plane for a landing. There was a slight dip which I assumed to be caused by gusty air, at which time the right wheel must have touched the ground 50 to 75 ft. from the end of the runway. The next contact was with the lip of the runway, which caused the right gear to buckle back and then break off completely. At this time the ship started veering to the right and I started applying left brake. Lt. McAllister blasted the right throttles. Realizing that we had lost a landing gear, Lt. McAllister cut the throttles and called the Switches Off which I had already done. Aircraft #248 stopped 200 yards from end of runway and 10 ft. off to the right. There were no injuries to personnel.

We then removed all parachutes, flack vests, life vests and brought them to Parachute Department.

Conclusion: The cause of the accident to the best of my knowledge was because of the strong, gusty wind, I undershot the runway, hit the lip of the runway, causing the landing gear to break off.

*Samuel E. Neff*  
SAMUEL E. NEFF,  
2nd Lt., Air Corps  
Co-Pilot.

(US RESTRICTED EQUALS BRITISH RESTRICTED)

739TH BOMBARDMENT SQUADRON (H), AAF  
Office of the Operations Officer  
APO #620 US Army

C/JEM/lb

27 March 1944

SUBJECT: Accident Report on Plane 42-52245

TO : Group S-3 454th Bombardment Group (H), AAF, APO #620 Postmaster  
New York, New York.

1. Below is the statement from the Pilot of 42-52245.

"On 27 March 1944 I took-off 12:00 noon as the lead ship of the Group Formation for practice bombing on Target #3, I was flying aircraft #245, after take-off I made normal pattern and circled field three times waiting for the remainder of planes. The rendezvous was at 3,000 feet and at 12:45. The ceiling was 4,000 ft, at the time and the visibility was very poor. At 12:45 I was over field and on course, but had only four planes in my squadron. I called tower and asked their advise, they advised me to continue as briefed, which we then did. We arrived over Target #3 at 14:45 which we saw through a small hole, but were unable to bomb it as there were cumulous clouds at 12,000.

I then returned straight to field, received landing instructions, and peeled my squadron off at 2,000 ft. I asked the Bombardier if he had replaced the pins in the bombs and as he hadn't it necessitated another trip around the field. My Co-Pilot, 2nd Lt. Samuel E. Jeff, who has recently been checked-off as an auxiliary first pilot then took control of the plane on the down-wind leg, to make the landing. I lowered 20 degrees flaps on base leg, and full flaps as we turned on final at 1,000 ft. The approach was normal in every respect. Air Speed 130 mph, RPM 2500, Auto Rich, Boosters On, and Superchargers set.

Lt. Jeff slowly cut the throttles approximately 50 feet from end of runway, immediately afterward I felt two slight jars followed by a heavier one. The right-landing gear first hit 50 feet from end of runway then 25 feet and then the lip of the runway, which caused the right gear to buckle back and then break off completely. Immediately following the third jar I took over and gave the right engine full gas and left brake as I thought that the right tire had blown out. However by this time the tire had completely broken off and the plane settled on its right side and began veering toward the right. Seeing there wasn't anything else that could be done, I cut the throttles and called "Switches Off." Aircraft #245 stopped 200 yards from end of runway and 10 feet off it. No one was injured.

We then took all parachutes, flack vest, life vest and brought them to the parachute department.

Conclusion: The cause of the accident to the best of my knowledge was: (1) The pilot Lt. Jeff, undershot the runway, causing the right



Cont of Accident report on Plane 42-12248  
Page 2

wheel to hit edge of runway and buckling. (2) A strong, gusty wind was blowing from the West at the time, approximately 25 to 30 mph, causing the Pilot to mis-judge the runway."

*Joe E. McAllister*  
JOE E. McALLISTER,  
1st Lt., Air Corps,  
Pilot

(US RESTRICTED Equals (BRITISH RESTRICTED))

739TH BOMBARDMENT SQUADRON (B) AAF  
Office of the Operations Officer  
APO 4520 US ARMY

10/33/44

27 March 1944

SUBJECT: Accident Report on Plane 42-22245

TO : Group B-7 451st Bombardment Group (B) AAF, APO 4520 Postmaster  
New York, New York.

1. Below is the statement from the Engineer of 42-22245.

" We took off on 27 March 1944 at 12:30 noon as the lead ship of the Group formation. It was to be practice bombing mission on Target 57. I was flying as engineer on Aircraft 42-22245.

After flying to the target and finding too much of an overcast to bomb, we returned directly to the field. We came over the field at 2000 ft. and peeled off, making the normal preparations for landing. Because the Bombardier did not have all the bombs, the bombs we circled and made another approach to the field. I was standing between the Pilot and Co-Pilot calling the air speed. The first contact with the ground that I noticed was when we hit the end of the runway and the landing gear buckled back. We bounced slightly, and soon after hitting the ground again we veered to the right. The engines were cut, and we came to a stop approximately 200 yds. from the end of the runway and ten ft. to the right.

We then took the parachutes, slack vests, and life vests from the ship and turned them in at the parachute department.

The cause of the Accident to the best of my knowledge was:  
Pilot, 2nd Lt., Samuel E. Leff, undershot the runway, causing the landing gear to buckle as it hit the lip of the runway.

*John S. McMillen*  
JOHN S. McMILLEN,  
S/Sgt., Air Corps,  
Engineer



(G 27A-43)(3-29-44)(63/0-1400) B24D-42-52245  
DAMAGED WING 45+ BOMB GP



(G 27B-43)(3-29-44)(63/0-1400) B24D-42-52245  
DAMAGED FUSELAGE WING 45+ BOMB GP