

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND
INCIDENT REPORTS

1940 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

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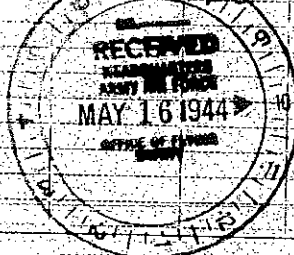
AGO. MICROFILMING JOB NR D-482-1

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

(1) Place: APC 520 (2) Date: 20 March 1944 (3) Time: 1600
 Aircraft: (4) Type and model: B-24C (5) A. F. No. 42-78087 (6) Station: APC 520
 Organization: (7) 15th AF (8) 454th (9) 736th
 (Command and Air Force) (Group) (Squadron)

PERSONNEL EH

Serial 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)
	P. KILIMNIK, Walter (MI)	F	0-432649	1st Lt	01	AC	15th AF	none	none
	CP. McLAUGHLIN, Ira T.	P	0-689319	2nd Lt		AC	"	"	"
	E. BALL, Herman C.	E	15104449	S/SGT		AC	"	"	"
	AG. HUNT, Sherman M.	AG	3452649	S/SGT		AC	"	"	"



PERSONNEL WHOSE ACCIDENT

(20) KILIMNIK Walter (MI) (21) 0-432649 (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 Gr (27) 736th Bomb Sq. (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) 5-24-43 Present rating (35) Pilot (36) 5-24-43 Instrument rating (37) ---
 (Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:

(at the time of this accident)
 (38) This type: B-24 301.05 (42) Instrument time last 6 months: ---
 (39) This model: B-24C 00.00 (43) Instrument time last 30 days: ---
 (40) Last 90 days: 00.00 (44) Night time last 6 months: ---
 (41) Total: 301.05 (45) Night time last 30 days: ---

AIRCRAFT DAMAGE N/A

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft: <u>M</u> <u>Left landing gear, left wing flaps, and bomb bay crumpled.</u>	
(47) Engine(s): <u>M</u> <u>#1 and #2 Engines damaged</u>	
(48) Propeller(s): <u>M</u> <u>#1 and #2 Propellers damaged</u>	

(50) Weather at the time of accident: 4/10 cumulus 3500 feet - visibility 5 miles, light haze - wind 15 mph S/W.

(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: Local Transition.

(56) Nature of accident: Ship couldn't slow down when brakes applied, therefore ran off landing strip.

(57) Cause of accident: Ran off landing strip into soft mud, snapping off left landing gear.

(58) HAS FORM #54 BEEN SUBMITTED: Not necessary

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 in landing. The airplane apparently was landed too fast and too far down the runway to stop before reaching the end. A gusty crosswind was blowing but the airplane was not loaded excessively and should have been successfully landed on the 6,000 foot runway available.

The pilot has been further instructed in crosswind landing and has since made many successful landings in heavy crosswinds.

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. Gumm*
(Investigating Officer)
JAMES A. GUMM, III,
Lt. Col., Air Corps,
Senior Officer - Aircraft
Accident Investigation Board.

Date _____

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)								RADIATOR CHECKED		
		BY	STATION		SERV. ICED.	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	3-20-44	F	APC #520														
DAILY	3-20-44	F	" "														
25 HOURS	101:35			1ST	865	2300		128		120		120		120			
50 HOURS	129:35			2ND	280												
100 HOURS	126:10			3RD													
Battery	1.200	F	APC #520	4TH													
Oxygen		F	" "	5TH													

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION:
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1	2	
BOMBARDMENT	C	Cohen	APC #520			T.O. 01-5-57 N/C/W Pilots and Co-Pilot's compass off 5°-8° elevators hunt in A-5 #4 carb, air temp out
GUNNERY	E	Erickson	" "			
CHEMICAL						
COMMUNICATIONS	K	Incaliso	" "			
PHOTOGRAPHIC						
NAVIGATION						

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 AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT: I. T. McLaughlin

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

Flight #1 Voltage regulators caused electrical power failure. Crack-up at end of runway.

WALTER ZYLINSKI
1st Lt., Air Corps

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	98:35	98:35	98:35	98:35
HOURS TODAY	2:30	2:30	2:30	2:30
TOTAL	101:05	101:05	101:05	101:05
OIL CHANGE DUE		200 Hour		
CURD. CLEAN-ING DUE		Daily		

AIRCRAFT	HOURS TO DATE	HOURS TODAY	TOTAL
	98:35	2:30	101:05

A TRUE COPY:

William R. Grady

WILLIAM R. GRADY
1st Lt., Air Corps
Operations Officer

ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA
(1) 42-64050 (2) 42-64068 (3) 42-64046 (4) 42-64268 ENGINE SERIAL NO.	R-1830-45 Bomb (H) B-24 C 42-78087 AIRCRAFT SERIAL NO.	3-20-44 DATE APC #520 STATION 15th AF AIR FORCE Bombardment COMMAND, CORP AREA OR DEPT 454th Bomb Gp (H) GROUP NO. AND TYPE 736th Bomb Sq (H) SQUADRON NO. AND TYPE
TOTAL FLIGHT TIME: 2:30		

STATEMENT

21 March 1944

On March 20, 1944 between the hours of 1530 and 1600, I was piloting P-24G, 43-76087, in the traffic patterns. The visibility was poor causing a go-around and a second attempt to land. Flying the pattern at 500 feet above the ground, I turned on the final approach at 140 MPH indicated airspeed. Making a low approach while holding my airspeed at 140 MPH, I established my crab and dropped my left wing into the crosswind. On closure with the field, the power was cut to reduce airspeed. The ship 'ballooned' slightly but a successful contact was made with the ground. While settling the nose off the ground, it became apparent that the ship was not slowing down and the nose was forced down on the runway with brakes being applied immediately. Ship could not be slowed down sufficiently for turn off runway and proceeded to run off the end of landing strip.

Left landing gear was torn off. Left landing flap damaged by the wheel. Propeller on #1 engine damaged; no injury to crew.

Walter Filizich
WALTER FILIZICH
1st Lt., Air Corps

