

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

AIRCRAFT ACCIDENT AND  
INCIDENT REPORTS  
1941 THRU 1948

(Filed by Fiscal Year Beginning 1 January 1941)

DECLASSIFIED

DOD DIR 52009, Sept. 27, 1958

NWD by J. J. [Signature] date May 6, 1960

MICROFILMED BY  
SECURITY AND SERVICES BRANCH  
AGO MICROFILMING JOB NR D-482-1

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

(1) Place San Giovanni Air Base (2) Date 17 November 1944 (3) Time 1530A  
 Aircraft: (4) Type and model B-24G DO (5) A. F. No. 42-78210 (6) Station APC 520  
 Organization: (7) 15th AF (8) 454th B. G. (H) 738th Bomb Sq. (H)  
(Command and Air Force) (Group) (Squadron)

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. BARTER, Eugene H.	P	0-713683	2nd Lt.	18	AC	15th	None	No
	CE FALLAS, John C.	CP	0-832211	2nd Lt.	18	AC	15th	None	No
	N KANER, Samuel	N	0-1083199	2nd Lt.	18	AC	15th	None	No
	E O'CONNOR, John J.	B	T-126725	F/O	18	AC	15th	None	No
	R Chamberlain, Russel G.	R	32952246	Cpl.	38	AC	15th	None	No
	E Thorne, Theodore	E	13105045	Cpl.	38	AC	15th	None	No
	G Taube, William P.	G	32971710	Cpl.	38	AC	15th	None	No
	G Bryan, Marshall	G	38519219	Cpl.	38	AC	15th	None	No
	G Hubsch, Willard J.	G	37580582	Cpl.	38	AC	15th	None	No
	G Talbott, Herbert L.	G	15108779	Cpl.	38	AC	15th	None	No

PILOT CHANGES WITH ACCIDENT

(20) BARTER Eugene H. (21) 0-713683 (22) 2nd 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 Grp (27) 738th Bomb Sq. (H) (28) APC 520  
(Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 15th Air Force (30) 454th B. G. (31) 738th Bomb Sq. (32) APC 520  
(Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 3-12-44 Present rating (35) Pilot (36) 3-12-44 Instrument rating (37) 11-8-44  
(Rating) (Date) (Rating) (Date) (Date)

PILOT PILOT HOURS:

(at the time of this accident)  
 (38) This type 138:00 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model 10:00 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 134:00 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 282:00 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>0</u>	Nose stations from O-1 station to L2 station
(47) Engine(s) _____	were severely damaged.
(48) Propeller(s) _____	

(50) Weather at the time of accident CAVU

(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 bombing

(56) Nature of accident Airplane nosed into the ground upon landing.

(57) Cause of accident Nose wheel apparently was not locked down.

(58) Has Form 54 been submitted? No.

DESCRIPTION OF ACCIDENT

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

Investigation of this accident, in view of the testimony of the crew members, indicates that the check list was followed and that the landing gear was checked down and locked; therefore the crew members should be absolved of all blame for the accident. The statement of the aircraft inspector indicates no apparent malfunction of the landing gear. It is the opinion of the accident board that the nose gear collapsed after becoming unlocked from undetermined causes.

The above decision has been reached after carefully considering the competency of the personnel concerned and the validity of their statements, all of which are believed to be true.

*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 26 November 1944



AIRPLANE FLIGHT REPORT - ENGINEERING


INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)														
DATE OF OR HOURS DUE	BY	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED			
		STATION			SERV. ICED	IN TANKS	NO. 1	NO. 2	NO. 3	NO. 4	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS		SERV. ICED	IN TANKS	
PREFLIGHT	11-17-44	B																
DAILY	11-17-44																	
25 HOURS	450:40				K	2750	---	128	---	128	---	128	---	128				
50 HOURS	450:40				2ND													
100 HOURS	450:40				3RD													
					4TH													
					5TH													
INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION												
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	#3 & 4 Carb Air Temp - Out												
BOMBARDMENT	G	Gshwind		RED														
GUNNERY	G	Gshwind																
CHEMICAL																		
COMMUNICATIONS	N	Nlx																
PHOTOGRAPHIC						EXCEPTIONAL RELEASE												
NAVIGATION						WHEN THE "STATUS-TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.												
				RELEASED FOR FLIGHT		1. E.H. BARTER 3												
REMARKS; PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.				AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)														
#2 Prop runway. Tried to stop with feathering button but prop over powered feathering.				ENGINE	NO. 1	NO. 2	NO. 3	NO. 4										
				HOURS TO DATE	146:50	160:10	22:00	83:45										
				HOURS TODAY	7:00	7:00	7:00	7:00										
#4 cut out. Came in and prop ran out then settled down.				TOTAL	153:50	167:10	29:00	40:45										
				OIL CHANGE DUE	100	100	100	100										
				CUNO. CLEANING DUE														
Nose wheel checked down by engineer. After landing and roll wheel collapsed.				AIRCRAFT		HOURS TO DATE		441:55										
						HOURS TODAY		7:00										
E.H. BARTER, 2nd Lt., AC Pilot						TOTAL		448:55										
I CERTIFY THAT THIS IS A TRUE COPY:																		
<i>George S. Reichenbach</i> GEORGE S. REICHENBACH, 1st Lt., Air Corps, Acting Engineer Officer.																		
TO 01-5EC- 26 CW 100 #00 #RDX Loaded Cpl. Gshwind																		
DATE	AIRCRAFT ORG. DATA			AIRCRAFT DATA			ENGINE DATA											
11-17-44	AIR FORCE 15th AF			COMPONENT (H) Bomb			ENGINE MODEL R-1830-43											
STATION	COMD., SERV. COMD. OR DEPT.			AIRCRAFT MODEL			SERIAL NO.		SERIAL NO.									
APC #520	304th Wing			B-24G			BP 425721		BP 425943									
CREW CHIEF OR ENGINEER	GROUP NO. & TYPE			AIRCRAFT SERIAL NO.			SERIAL NO.		SERIAL NO.									
S/Sgt. Patchin	454th Bomb Gp.			42-78210			BP 428967		CP 309533									
	SQUADRON NO. & TYPE			AIRCRAFT SERIAL NO.			TOTAL FLIGHT TIME											
	738th Bomb Sq.			42-78210			7 : 00											

19 November 1944.

S T A T E M E N T

We were landing B-24 #42-78210 on return from a combat mission. The landing was made with #2 engine feathered and #4 engine being held from running away by using the feathering button. The approach was made from a left hand 180 degree turn, after approaching the field from the North. The gear was put down in regular "Check List" order. The main gear was checked by the tail gunner as being down and checked. The engineer, Corporal Russell C. Chamberlain, checked the nose gear down and locked, and the light on the instrument panel was on, indicating the gear was down and locked.

On landing and after letting the nose down, the nose wheel rolled a short distance and the "click" was heard. The nose gear collapsed causing the plane to skid on the nose for a considerable distance before stopping. There was no injuries to crew personnel and no apparent damage to the airplane with the exception of the nose wheel section.

  
EUGENE H. BARTER,  
2nd Lt., Air Corps,  
Pilot.

19 November 1944.

S T A T E M E N T

We were returning from a combat mission on 17 November 1944, in aircraft #A2-78210. The approach was a 180 degree left hand pattern. We had #2 engine feathered and #A engine was trying to run away but was held down with the feathering button.

The gear was dropped according to "Check List" direction and the tail gunner checked the gear down and locked. The nose was checked down and locked by the engineer, and the light on the instrument panel was on indicating the gear was down and locked.

A normal landing was made and the nose wheel lowered to the ground. The plane ran smoothly for a short distance and then the nose gear collapsed. The ship skidded to a stop, resting on the main gear and the damaged nose section.

There was no injury to the personnel of the crew.

*John C. Pallas*

JOHN C. PALLAS,  
2nd Lt., Air Corps.  
Co-pilot.

19 November 1944.

S T A T E M E N T

On 17 November 1944 we were returning from a combat mission in B-24 type aircraft No. 42-78210. I was engineer of the crew. We approached the runway with #2 engine feathered and #4 engine threatening to run away. We held #4 engine down with the feathering button.

The gear was lowered in "Check List" order. The main gear was checked by our tail gunner who gave me the O.K. sign. I checked the nose wheel personally and found it locked in place. I then told the pilot the gear was down and locked.

As we landed, I was calling the air speed to the pilot. On landing, after rolling a short distance, I went down to start the auxiliary power unit. While down there and starting the unit I noticed the nose wheel coming up inside the nose section.

Damage was confined to the nose of the plane and none of the crew was injured in any way.

*Russell C. Chamberlain*  
RUSSELL C. CHAMBERLAIN,  
Corporal, Air Corps,  
Engineer.



STATEMENT

24, November 1944.

On November 17, 1944 when the Airplane returned from a combat mission, I had just stepped out of the office when Airplane 42-78210 was coming in for a landing. Subject Airplane was on the ground a short distance when the nose of the Airplane went down, I immediately went to the scene of the accident.

After the crew had removed all their equipment the personnel from the 557th Air Service Squadron and myself lowered the tail of the ship to facilitate lowering of the nose gear. We then used a bar to pry the nose gear doors partially open as they were torn up. At this time M/Sgt Post from the 557th Service Squadron and myself went inside the Airplane. M/Sgt. Post opened the star valve and went up to turn on the switches and operate the selector handle, while I crawled under the flight deck. When he turned the switches on and put the landing gear selector handle in the down position, the nose gear came down and locked in a normal manner. I then removed the lock pin and helped clean up the glass while the rest of the crew were taking the ropes off the tail of the Airplane. After this M/Sgt. Post started the engines and taxied the Airplane to the maintenance Area at the Service Squadron where it is being repaired.

*Albert J. Boes*  
ALBERT J. BOES, 37038995  
M/Sgt. Air Corps,  
Gp. Aircraft Inspector.

HEADQUARTERS 454TH BOMBARDMENT GROUP (H), AAF C-JFM-jpr  
Office of the Commanding Officer  
APO 520, U. S. Army

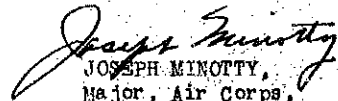
26 November 1944

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-24G No. 42-78210, 17 November 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 Lt. Eugene H. Barter.
- Incl 6 - Statement of Lt. John C. Pallas.
- Incl 7 - Statement of Spl. Russell C. Chamberlain.
- Incl 8 - Statement of M/Sgt. Albert J. Roes.