

508

Accident No. 55345-800
Date 1-6-48
Checked by JMS
Analyzed by _____
Copied for Wright
Field by _____
Notes _____

93:12-44075

WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

ACCIDENT NO. _____

3-27-45

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

(1) Place San Giovanni Air Base, Italy. (2) Date 15 March 1945 (3) Time 0740A
 AIRCRAFT: (4) Type and model B-24G DO (5) A. F. No. 42-78316 (6) Station APO 520
 Organization: (7) 15th Air Force (8) 454th Bomb Gp. (9) 737th Bomb Squadron (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DETY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	REPLY TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Mullins, Lynn D.	P	0-721172	2nd Lt	18	AC	15thAF	None	No
CP	Walker, Gene A.	P	0-2084127	2nd Lt	18	AC	15thAF	None	No
N	Hart, Clyde L.	N	0-928430	2nd Lt	18	AC	15thAF	None	No
E	Masters, John (nm)	E	16073979	T/Sgt	20	AC	15thAF	None	No
R	Duvall, Elven E.	R	16113162	T/Sgt	20	AC	15thAF	None	No
O	Zika, Joseph P.	G	35297415	S/Sgt	38	AC	15thAF	None	No
G	Sippola, Charles A.	G	35917966	S/Sgt	38	AC	15thAF	None	No
G	Tietjen, Charles H.	G	12153661	S/Sgt	20	AC	15thAF	None	No
G	Spreadbury, Jack W.	G	15132522	S/Sgt	20	AC	15thAF	None	No

PILOT CHARGED WITH ACCIDENT

(20) Mullins Lynn D. (21) 0-721172 (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 (27) 737th Bomb Sq (H) (28) APO 520
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 15th Air Force (30) 454th Bomb (31) 737th Bomb Sq (H) (32) APO 520
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 15-4-44 Present rating (35) Pilot (36) 15-4-44 Instrument rating (37) 2B-B-44
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type 189.40 (42) Instrument time last 6 months TO - 1
 (39) This model 14.40 (43) Instrument time last 30 days _____
 (40) Last 90 days 71.40 (44) Night time last 6 months _____
 (41) Total 189.40 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS			
(46) Aircraft	W ⁿ	1	3	3
(47) Engine(s)				
(48) Propeller(s)				

(50) Weather at the time of accident Ceiling and Visibility unlimited.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from APO 520 (53) To Return (54) Kind of clearance Contact

(55) Pilot's mission Combat Bombing.

(56) Nature of accident Airplane ran into a ditch and struck culvert while taxiing.

(57) Cause of accident Brake malfunction.

(58) Has form 54 been submitted? No.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

After aircraft was checked and engines started, difficulty was experienced in attempting to taxi out. Excessive power was used to cause the brakes to release. After aircraft had been taxied approximately 100 yards on the taxiway the right brake seemed to pull aircraft to the right, and the left brake was ineffective. The pilot then applied more right brake to cause the aircraft to go into a field where he stopped it safely without damage. Inspection showed the left brakes to be locked with the pedal depressed, and one of the right brakes locked. The brake lines were bled by the Flight and Crew Chief and air was found in the left brake system. After being bled, the brakes tested satisfactorily and the aircraft was taxied onto the taxiway. After taxiing approximately 100 yards, the aircraft again was apparently dragged to the right by right brake. The left brake was again ineffective and the pilot applied full power to the right engines in an attempt to keep the aircraft straight on the taxiway until a culvert had been passed, however, the right wheel went into a ditch and the aircraft went off the taxiway. The right gear was snapped off in the culvert and the nose wheel broken off before the aircraft came to a stop.

The aircraft was taxied with controls locked, and both accumulators showed 1000 pounds pressure after the accident. The same difficulty with the brakes was experienced by another pilot while taxiing the aircraft about one week before this accident and the brake system was thoroughly checked at this time and no malfunction found.

It is the opinion of the accident board that the accident occurred through no fault of the pilot. Investigation and examination of the aircraft following the accident has disclosed no defects in the system which might have caused the accident except for the presence of air in the hydraulic lines.

There are no recommendations at this time. Examination of the aircraft is being continued.

Robert E. Dunlap
ROBERT E. DUNLAP,
Captain, Air Corps,
Investigating Officer.

William E. Kavasch
WILLIAM E. KAVASCH,
Major, 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 19 March 1945.

15 March 1945 DATE		AFC # 520 STATION		454th Bomb (H) GROUP NO. AND TYPE		B-24 G AIRCRAFT MODEL		
S/Sgt. L. J. Feden CREW CHIEF		757th Bomb (H) SQUADRON NO. AND TYPE		42-78316 AIRCRAFT SERIAL NO.				
PERSONNEL CLASS	NAME - RANK - ORGANIZATION	USE DIRECTOR'S LOCALITY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER NIGHT OR INSTRUMENT. ENTER TIME FLOWN THEREUNDER.				FLIGHT DATA	
			DUTY	N. OR I.	ENH.	N. OR I.	ENH.	N. OR I.
18	Mullins, Lynn D. C-721172 2nd Lt.							FROM: AFO 520 TO: 07:35
18	Walker, Gene A. O-2064127 2nd Lt.							
18	Hart, Clyde L. O-926430 2nd Lt.							
21	Masters, John, T/Sgt. 16073979							
21	Duvell, Elven E. T/Sgt. 16113162							
21	Tietjen, Charles H. S/Sgt. 12153661							
21	Spradbury, Jack W. S/Sgt. 15132522							
38	Sipple, Charlie A. S/Sgt. 35917966							
38	Zika, Joseph P. S/Sgt. 35297415							
A TRUE COPY: <i>Robert W. Sails</i> ROBERT W. SAILS, Captain, Air Corps, Asst Operations Officer.								
WAR DEPARTMENT FORM NO. 1 5-45		FLIGHT REPORT - OPERATIONS		CHECKED: LEGIBLE AND CORRECT		TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A		TOTAL FLIGHT TIME 07:35

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

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
	DATE OF OR HOURS DUE	BY	STATION	SERV. ICED	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
					IN TANKS		NO 1		NO 2		NO 3		NO 4		
PREFLIGHT	3-15-46	P	A.P.O. #520				SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	
DAILY	3-15-46	P													
25 HOURS	615:20			1ST	60	2700		128		128		128		128	
50 HOURS	615:00			2ND											
100 HOURS	615:00			3RD											
				4TH											
				5TH											

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	P	Powers	A.P.O. #520			#1 & #2 Carb Air Temp Inop (nis) Ball Turret Trouble Light Inop (nis) Top Turret Azimuth Crank Handle Out (nis) #2 Generator Removed
GUNNERY	P	Powers				
CHEMICAL						
COMMUNICATIONS	JAM	MacLeod				
PHOTOGRAPHIC						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.
NAVIGATION	P	Faden				
Cargo	F	Faber				
				RELEASED FOR FLIGHT		{ s/Lynn D. Mullins

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

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	181:00	192:35	181:00	237:20
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	100 Hour Inspection			
CORD. CLEAN-INS DUE	25 Hour Inspection			
AIRCRAFT	HOURS TO DATE		591:20	
	HOURS TODAY			
TOTAL				

A TRUE COPY:

Robert N. Sales
 ROBERT N. SALES,
 Captain, Air Corps,
 Ass't Operations Officer.

ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ENG. DATA
(1) CP-22 0463 ENGINE SERIAL NO.	Bombardment (H) Component I-24-J Aircraft Model 42-70816 Aircraft Serial No.	14th A.F. Air Force South Wing Command, Army Air Corps 454th Bomb. (H) Group No. and Type 737th Bomb. (H) Squadron No. and Type
(2) CP-51 872 ENGINE SERIAL NO.		
(3) CP-115540 ENGINE SERIAL NO.		
(4) CP-103076 ENGINE SERIAL NO.		
TOTAL FLIGHT HOURS		
TOTAL FLIGHT TIME		

R E S T R I C T E D

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

15 March 1949

S T A T E M E N T

After the morning pre-flight and finding everything in order, we started engines and attempted to taxi out for take-off but found that the brakes were locked. I broke the brakes loose by adding power and pressing the brake pedals three or four times. After taxiing approximately one hundred (100) yards, the right brake locked, pulling the airplane off of the taxi strip. I stopped the airplane before any damage was done. We cut the engines, got out of the airplane to examine the brakes and found them locked with the exception of the outboard brake on the right wheel. The lines were drained by a Flight Chief, and operation of the brakes was checked visually. I inspected the landing gear and the condition of the airplane and found no damaged parts. There was nothing to indicate that the brakes would fail again as I operated them several times checking them by noting the pressure in the accumulators and moving the ship to see if they were locked. During taxiing the ship started veering to the right slowly. I applied power on this right side with left brake. The ship traveled straight after I had completed several minor corrections with brake to avoid excessive speed. The airplane veered to the right again and I applied left brake to correct the turn, instead of throttle, to avoid speed and the danger of over correcting which would necessitate further use of brakes. The brake made no apparent effect on the aircraft. After trying to make the brake operate several times, I cut the power in an attempt to stop the aircraft, but this seemed only to cause the airplane to veer more to the right. As a last resort, I added full power to number three and number four engines in an attempt to straighten the aircraft out. This failed, so I gave the order to hit the crash bar and abandon the aircraft immediately after the right main gear and nose wheel buckled.

Lynn D. Mullins
 LYNN D. MULLINS,
 2nd Lt., Air Corps,
 Pilot.

R E S T R I C T E D

R E S T R I C T E D

HEAD QUARTERS
737TH BOMBARDMENT SQUADRON (H), AAF
454TH BOMBARDMENT GROUP (H), AAF
AFO 520 U.S. ARMY

15 March 1945

S T A T E M E N T

After performing the morning pre-flight, in which everything checked to operational requirements, we started the engines and checked all instruments and engines. We tried to taxi out of the hard stand but the brakes were released only after excessive power was drawn on four engines. The brakes were working until we had proceeded about one hundred and fifty (150) yards. At this time we lost the left wheel brake and were forced to run out into the grass. We cut all four engines, got out of the airplane and inspected all brakes. They all appeared stuck except for the right out-board. The three brakes that appeared stuck were not, on further inspection, in the fully expanded position. The Crew Chief proceeded to fix the hydraulic system and got them into proper working order. The Flight Chief then gave his report that they were in proper working order. The Pilot and I also inspected the brakes and found them to be working properly. We started the engines again and taxied back on to the strip and started for the south end of the runway. The brakes were functioning properly for approximately one hundred and fifty (150) yards, when they suddenly went out once more. We veered to the right side of the taxi strip and were heading for a culvert. The Pilot added power to number three and four engines in order to steer the plane to the left and avoid the culvert. The added power failed to correct the course of the airplane and seeing that we could not possibly miss the culvert, I hit the crash bar. We hit the culvert and came to a sudden halt after the right landing gear collapsed. The crew members were ordered to abandon the ship as quickly as possible. Number one and number two engine failed to be cut off by the crash bar so the Pilot and I cut all switches and throttles and abandoned the airplane.

Gene A. Walker
GENE A. WALKER,
2nd Lt., Air Corps,
Co-Pilot.

R E S T R I C T E D

R E S T R I C T E D

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

16 March 1945

S T A T E M E N T

I was the Pilot on airplane number 42-78316 on 12 March 1945. On this particular date, I flew a practice mission and had considerable trouble with the brakes. The left brake was very weak and slow in functioning. While taxiing to take-off position the right brake seemed to grab all the way. After the mission, while taxiing to the hardstand, the right brake stuck and the left was not sufficient to hold the plane straight. The airplane ran into a ditch.

Loran I. Fleming
LORAN I. FLEMING,
2nd Lt., Air Corps,
Pilot.

R E S T R I C T E D

R E S T R I C T E D

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

15 March 1945

S T A T E M E N T

After we had started our engines, we tried to taxi out of the revetment but the brakes stuck and we had to use power to break them loose. After getting the brakes loose, we began taxiing down the strip to the north end of the runway. After taxiing a short distance the brakes on the right wheel seemed to lock and pulled us off the strip into a field. We stopped and shut off the engines. I got out and looked at the brakes and found they were on except the right outboard. The Flight Chief came over to the aircraft and took off the bleeder nut and bled the brake lines. He and the Crew Chief then tried the brakes and they operated normally. The Flight Chief then said that the brakes were alright. We taxied back onto the strip and started for the south end of the runway. The aircraft then started to veer to the right toward a culvert. The Pilot revved up number three and number four engines in an attempt to avoid the ditch, however, we kept heading for the ditch. We then ran off the strip and hit the culvert which knocked off the right main gear and the nose wheel. The Pilot and Co-Pilot then shut off the mixtures and batteries after the Co-Pilot had hit the crash bar. We then abandoned the airplane.

John Masters
JOHN MASTERS,
T/Sgt., 16073979,
Engineer.

R E S T R I C T E D

R E S T R I C T E D

557TH AIR SERVICE SQUADRON
43RD AIR SERVICE GROUP
APO 520, U. S. ARMY

16 March 1945

S T A T E M E N T

I inspected the left brake on airplane number 42-78316 on 16 March 1945 and found it to be worn badly. Signs of crystallization show that the brake at one time had been excessively hot. One brake expander tube spring was broken. Brake drums were scored.

Gerald J. Post
GERALD J. POST
M/Sgt., 6936288
Inspector.

R E S T R I C T E D

R E S T R I C T E D

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

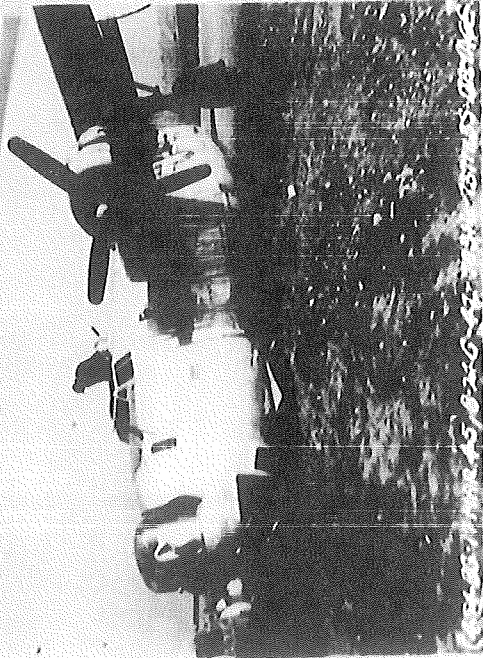
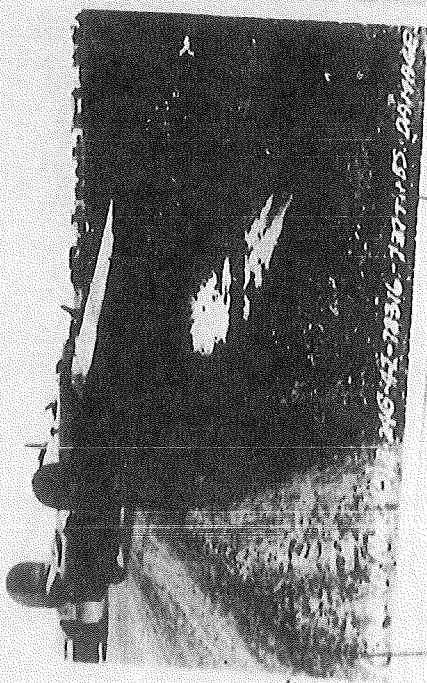
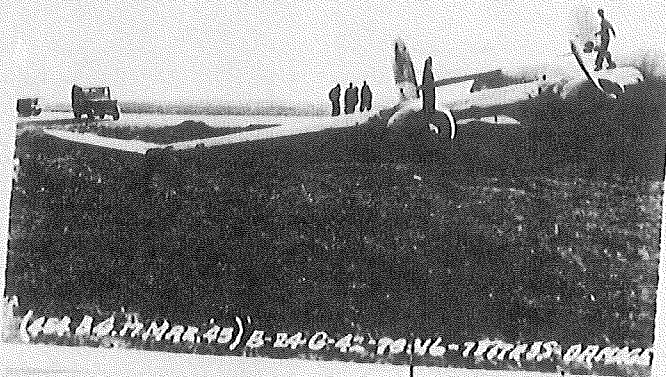
16 March 1945

S T A T E M E N T

I was on duty the morning that aircraft number 42-78316 ran into a ditch while taxiing out for take-off. The aircraft taxied out of the revetment and after going about three hundred (300) yards the left brake locked. I went down and bled the brake system and found that the left brake had an air lock. After removing the air lock, we pumped the brakes six or seven times to make sure of normal operation. The brakes worked normally prior to taxiing into a ditch and striking a culvert.

Joe George
JOE GEORGE,
1st Sgt., Air Corps,
Flight Chief.

R E S T R I C T E D



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

E/RD/tz


20 March 1945

SUBJECT: 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 on 15 March 1945, of B-240 AF No. 42-78316.

For the Commanding Officer:


JOSEPH MINOTTY,
Major, Air Corps,
Adjutant.

- 11 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 2nd Lt. Mulline.
 - Incl 6 - Statement of 2nd Lt. Walker.
 - Incl 7 - Statement of 2nd Lt. Fleming.
 - Incl 8 - Statement of T/Sgt. Masters.
 - Incl 9 - Statement of M/Sgt. Post.
 - Incl 10 - Statement of W/Sgt. George.
 - Incl 11 - Photos.