

45-4-3-508
ACCIDENT NO. _____

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

48-14-45
19015-0
(1) Place San Giovanni Air Base, Italy. (2) Date 2 April 1945 (3) Time 0945H
AIRCRAFT: (4) Type and model B-24M DC (5) A. F. No. 44-50507 (6) Station APO 520, U.S. Army
Organization: (7) 15th Air Force (8) 454th Bomb Gp (9) 737th Bomb Squadron (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL PH

DEPT	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	Woods, Kenneth J.	P	0-711055	1st Lt	18	AC	15 AF	None	No
P	Fitzpatrick, William S.	P	0-799068	Capt.	01	AC	15 AF	None	No
N	Robinson, Carlyle F.	N	0-723167	1st Lt	18	AC	15 AF	None	No
B	Breese, Charles H.	B	0-725942	1st Lt	18	AC	15 AF	None	No
E	Rogers, Joseph P.	E	33586623	T/Sgt	38	AC	15 AF	None	No
R	Woodhull, John V.	R	32871044	T/Sgt	38	AC	15 AF	None	No
G	Dill, Richard P.	G	35922130	S/Sgt	38	AC	15 AF	None	No
G	King, Robert C.	G	37706721	S/Sgt	38	AC	15 AF	None	No
G	Winder, John J.	G	33764904	S/Sgt	38	AC	15 AF	Major	No
G	Talbot, James O.	G	19182341	S/Sgt	20	AC	15 AF	None	No
F	Speer, Elmer M., Jr.	F	33418413	S/Sgt	38	AC	15 AF	None	No

(20) Woods, Kenneth J. (21) 0-711055 (22) 1st 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, US ARMY
(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, US ARMY
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 8-2-44 Present rating (35) Pilot (36) 8-2-44 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident) DR- TO-1
(38) This type 399.10 (42) Instrument time last 6 months _____
(39) This model 29.20 (43) Instrument time last 30 days _____
(40) Last 90 days 158.40 (44) Night time last 6 months _____
(41) Total 399.10 (45) Night time last 30 days _____

PROP - AIRCRAFT DAMAGE NF

DAMAGE	(46) AIRCRAFT	(47) ENGINE(S)	(48) PROPPELLER(S)	(49) LIST OF DAMAGED PARTS
	4	4	3	Complete destruction

(50) Weather at the time of accident CAVU EH

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from San Giovanni (53) To Combat (54) Kind of clearance Contact O

(55) Pilot's mission Combat Bombing

(56) Nature of accident Crash on take-off IM

(57) Cause of accident Both main gear tires blew out on take-off.

(58) Has Form 54 been submitted? No ✓ 04-14

9124

DESCRIPTION OF ACCIDENT

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

Aircraft was taxied out and take-off attempted for a combat bombing mission. Preflight and run-up of aircraft indicated it to be satisfactory. On take-off run, engines were functioning normally at full normal power. About 2000 feet from end of a 6000 feet runway, nose wheel was off the ground and aircraft was riding lightly, skipping along at 120 mph indicated airspeed. Aircraft was momentarily airborne and settled back to runway. Pilot describes right wheel as dragging at this time. Pilot also attempted to describe some force pulling him back to runway. Pilot reduced power, feathered engines, and applied brakes, resulting in the wheels of aircraft locking, tires blowing, and aircraft smashing up after leaving end of runway. Investigation shows brakes as applied before the last 1500 feet steel mat covered end of runway was reached. Right tire blew approximately 500 feet down steel matting, the left tire at 800 feet, the aircraft skidding on rims with wheels not turning from the time the tires blew out. Pilot at no time attempted use of full emergency power to aid take-off.

It is the opinion of the accident committee that the accident was due to 100% pilot error in judgement. The pilot used poor judgement in attempting to stop the aircraft from taking off with 2000 feet of runway remaining, and with engines operating normally, airspeed 120 mph. There is the possibility that the pilot thought he was airborne and was braking his wheels preparatory to raising the landing gear, too close to the ground. This cannot be proved, however, instructions on the proper method of raising the landing gear are being emphasized in this organization.

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 6 April 1945.

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	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS			
PREFLIGHT	4-2-45	Hoffner	APC #620														
DAILY	4-2-45	Hoffner															
25 HOURS	183:30			1ST	95	2700	--	168	--	168	--	168	--	168			
50 HOURS	208:30			2ND													
100 HOURS	208:30			3RD													
				4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1	2	
BOMBARDMENT	C	Choisser	A.P.O. 520			Rt. Waist Rocket Out (nis)
GUNNERY		Choisser				Fair lead on trailing wire antenna broken (nis) Clock missing, Compass
CHEMICAL						Swing Due
COMMUNICATIONS		Wartin				
PHOTOGRAPHIC						
NAVIGATION						
Geo	S	Smith				

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: 1. S/Kav. Woods

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	165:50	165:50	46:25	155:30
HOURS TODAY				
TOTAL				
OIL CHANGE DUE				
CIND CLEANING DUE				
AIRCRAFT	HOURS TO DATE		165:50	
	HOURS TODAY			
	TOTAL			

TRUE COPY:
Glenn G. Porter
GLENN G. PORTER,
Captain, Air Corps,
Engineering Officer.

ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG DATA	CREW CHIEF OR AERIAL ENGINEER
1) CF-516640 ENGINE SERIAL NO. 2) CF-516397 ENGINE SERIAL NO. 3) CF-512035 ENGINE SERIAL NO. 4) CF-516614 ENGINE SERIAL NO.	B-24D AIRCRAFT MODEL 44-10907 AIRCRAFT SERIAL NO.	304 Mine (H) COMMAND COMP AREA OR DEPT. 464th Bomb (H) GROUP NO. AND TYPE 737th Bomb (H) SQUADRON NO. AND TYPE	4-2-45 DATE A.P.O. 520 STATION W/Sgt Hoffner CREW CHIEF OR AERIAL ENGINEER

RESTRICTED

HEADQUARTERS
737TH BOMBARDMENT SQUADRON (H), AAF
494TH BOMBARDMENT GROUP (H), AAF
APO #320 U.S. NAVY

2 April 1945

STATEMENT

Upon taxiing aircraft number 44-50507 to take-off position I noticed a slight tendency of the right brake to lock, however I didn't consider it perceptible enough to justify investigation. Upon easing the throttles forward the airplane moved ahead normally and take-off power was developed perfectly. The take-off run was normal in every respect, however I realized we were using more runway than usual. At one hundred and twenty (120) miles per hour the airplane flew off but rushed back to the runway momentarily. As the wheels touched I felt a definite drag on my right side and my attitude told me I had blown the right tire. I immediately lost that speed which would be necessary for us to become airborne and in my attempt to keep the aircraft straight blew the left tire. At the moment I decided I could only hope for a successful crash, I cut the throttles, feathered all four engines and ordered crash bar off. I held the brakes down the whole time. The Co-pilot cut the mixtures and switches and after losing the landing gear the airplane came to an abrupt halt. I abandoned the airplane through the Pilot's window and checked to see that my crew were all safe. One man was pinioned and I called for assistance to free him. At that time the crash truck came up.

Kenneth J. Woods
KENNETH J. WOODS,
1st Lt., Air Corps,
Pilot.

RESTRICTED

REPERICURE

7177th Central Postal Directory (A), APO
494th Central Postal Directory (A), APO
APO 9320 U.S. AIR

2 April 1945

REPERICURE

During engine run-up and while taxiing, the airplane seemed to be functioning normally. All instrument readings indicated that full power was developed on the take-off run. As we reached an airspeed of one hundred and fifteen (115) to one hundred and twenty (120) miles per hour the airplane was momentarily airborne, then settled back on the runway. The first indication of any unusual condition was a slight drag on the right wheel. Immediately thereafter, the right wheel locked and the tire was blown. The Pilot reduced power, applied full left brake and when the left tire blew out, feathered all four engines. I cut the master switch off and shut off the ignition switches. Immediately after the plane stopped I broke the Co-pilot's window and left the airplane through that opening.

William J. Spohn
William J. Spohn
Captain, Air Corps,
Co-Pilot.

REPERICURE

RECEIVED

7377 BOMBARDMENT SQUADRON (M), 481
454TH BOMBARDMENT GROUP (M), 481
130 7320 U.S. AIR

2 April 1945

STATEMENT

During take-off I was standing on the flight deck between the pilot and co-pilot calling the air speed. After using approximately three-fourths of the runway, at a speed of one hundred and twenty miles per hour, the airplane seemed to go airborn when it suddenly swerved to the left. It occurred to me that the right tire blew out and I braced myself for the impending crash. The pilot then feathered all four engines and the co-pilot cut all switches. The landing gear then collapsed and the airplane stopped abruptly. The co-pilot broke the right wing and I abandoned the airplane as quickly as possible.

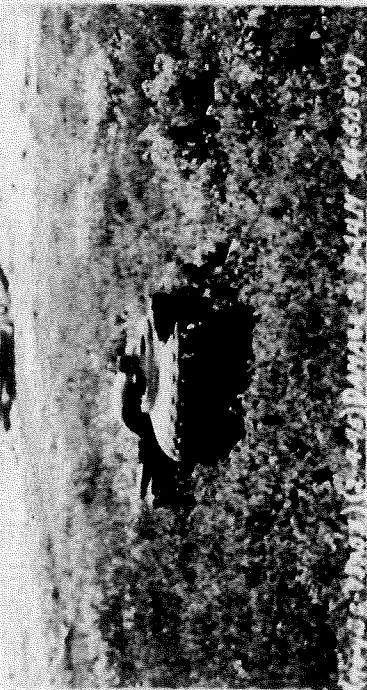
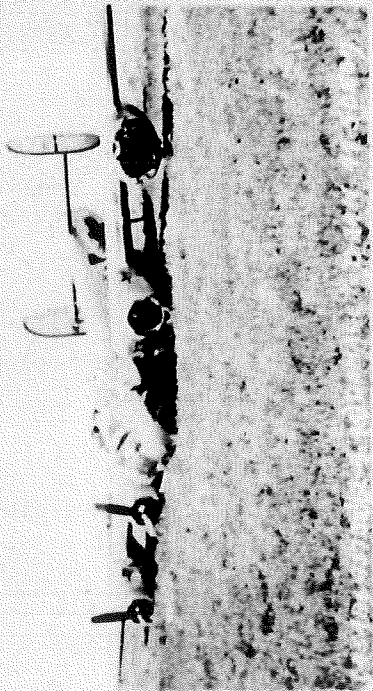
Joseph P. Rodgers

JOSEPH P. RODGERS,
T/Sgt. 3358602
Engineer.

RECEIVED



(457465-3723) (2-15) D. H. D. 11/17 44-50507



(457465-3723) (2-15) D. H. D. 11/17 44-50507

R E S T R I C T E D

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

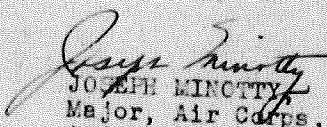
6 April 1945

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 2 April 1945, AF No. 44-50507.

For the Commanding Officer:


JOSEPH MINCTTY
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 Woods.
Incl 6 - Statement of Capt Fitzpatrick.
Incl 7 - Statement of T/Sgt Rodgeers
Incl 8 - Photos.

R E S T R I C T E D