



Accident No. 45A-18-525

Date 5-29

Checked by DM

Analyzed by \_\_\_\_\_

Copied for Weight  
Factor by \_\_\_\_\_

Notes \_\_\_\_\_

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**RESTRICTED**

ACCIDENT No. \_\_\_\_\_

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

45-4-18-325  
91 4

(1) Place AAF STATION 123, APO 558 (2) Date 18 April 1945 (3) Time 1525  
AIRCRAFT: (4) Type and model D-24-H (5) A. P. No. 41-29567 (6) Station AAF 123, APO 558  
Organization: (7) 2AD 8AF (8) 458th (H) (9) 752nd Bombardment (H)  
(Command and Air Force) (Group) (Squadron)

**PERSONNEL**

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	HENDRICKSON, GLENN E.	P	0-741901	2nd Lt	01	AC	VIII	NONE	NO
CP	STATLER, CARL W.	P	0-700343	2nd Lt	18	AC	VIII	NONE	NO
E	Dolwick, Wallace F.	E	3523805	Sgt	38	AC	VIII	NONE	NO
RO	Szwarc, Leonard A.	RO	13171779	Sgt	38	AC	VIII	NONE	NO

**PILOT CHARGED WITH ACCIDENT**

(20) HENDRICKSON GLENN E. (21) 0-741 901 (22) 2nd Lt (23) 01 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 2AD VIII AF (26) 458th (27) 752nd (H) (28) AAF 123, APO 558  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) 2AD VIII AF (30) 458th (31) 752nd (H) (32) AAF 123, APO 558  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) PILOT (34) 12 Apr 43 Present rating (35) P (36) 12 Apr 43 Instrument rating (37) 26 Dec 44  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS: (at the time of this accident) **PROP -** **TO -**

(38) This type	393.40	(42) Instrument time last 6 months	23.05
(39) This model	4.30	(43) Instrument time last 30 days	1.45
(40) Last 90 days	139.55	(44) Night time last 6 months	38.40
(41) Total	1013.00	(45) Night time last 30 days	0.00

**AIRCRAFT DAMAGE**

DAMAGE				(46) LIST OF DAMAGED PARTS
(46) Aircraft	<u>3</u>			Nose Wheel Assembly broken. Nose Wheel, Doors damaged. Skin damaged at Stations 1.0 to 2.0. Right tire blown.
(47) Engine(s)	<u>1</u>	<u>1</u>	<u>1</u>	
(48) Propeller(s)	<u>1</u>	<u>1</u>	<u>1</u>	

(50) Weather at the time of accident Visibility 10 miles. No clouds. Wind NDW 4MPH  
(51) Was the pilot flying on instruments at the time of accident NO  
(52) Cleared from Local (53) To 7 (54) Kind of clearance EH  
(55) Pilot's mission Local test hop. Putting alt time on engine.  
(56) Nature of accident Landing Accident. Airplane veered off runway to the left collapsing Nose Assembly.  
(57) Cause of accident Crack in Collar of nose wheel strut kept nose wheel turned to left causing the airplane to roll off the runway.  
(58) Was form 54 submitted? Yes.

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Serial #10

ASJ

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DESCRIPTION OF ACCIDENT

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

The pilot made a normal nose up landing, and when the nose touched the runway the plane had a tendency to turn to the left. The pilot used heavy right brake in attempting to keep the aircraft on the runway but the airplane went off the runway and collapsed the nose wheel assembly, blew the right tire, and damaged the skin at stations 1.0 to 2.0. The flight engineer checked the nose wheel in its down position and reported nose gear down and locked. The shimmy dampner was performing its function in keeping nose wheel strut straight forward, but the nose wheel was in a leaning position due to the cracked nose wheel strut collar, thereby rendering the castoring qualities of the nose wheel strut ineffective causing the aircraft to continue turning to the left regardless of amount of rudder used or brake applied to straighten a irplane on its course. Apparently the nose wheel strut collar was weakened sufficiently by previous landings to crack on this landing.

Immediate Cause - Airplane veered off runway and nose wheel assembly collapsed.

Underlying Cause - Collar of nose wheel strut cracked holding the nose wheel in a turned position to the left.

Responsibility - 100% Material Failure

Recommendations - None

AIRCRAFT ACCIDENT COMMITTEE

*James A. Hogg*  
JAMES A. HOGG O-388576  
Lt Col, Air Corps  
President

*Walter H. Williamson*  
WALTER H. WILLIAMSON O-385415  
Lt Col, Air Corps  
Pilot

*Walter W. Laveall*  
WALTER W. LAVEALL O-23032  
Major, Air Corps  
Pilot

*John F. Castle*  
JOHN F. CASTLE O-512  
Captain, Air Corps  
Engineering Officer

Signature \_\_\_\_\_  
(Investigating Officer)

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**WAR DEPARTMENT**  
ARMY AIR FORCES

**UNSATISFACTORY REPORT**

(See AAF Reg. 15-54 for information on Proper Use of this Form)

LEAVE BLANK

A. S. C. SERIAL No. REFER TO CLASS

**TO BE FILLED IN BY STATION**

STATION SERIAL No. 45-535	DATE SUBMITTED 19 APR 45
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STATION AAF 123, APO 558		ORGANIZATION 752nd Bomb Sq - 458th Bomb Gp (H)	
SUBJECT OF REPORT 03-G	Property Class—Name Assembly, cylinder and axle, nose landing gear	Manufacturer Ford Bendix Aviation	AAF Order or Shipping No. W535 AAF-18723
AIRCRAFT—Model & AAF Serial No. B 24H 15-CF 41-29567		ENGINE—Model & AAF Serial No.	UNIT OR ACCESSORY—Type, Model and Serial No. W1996 PR
AIRCRAFT REPORTS ONLY	LAST D. I. R.—Depot	Hours Since	Depots and Hours At Each Previous Overhaul
ENGINE REPORTS ONLY	LAST OVERHAUL—Depot	Hours Since	Depots and Hours At Each Previous Overhaul
PART Name Assembly, Axle -- nose wheel	Part Drawing, Serial and Specification No. GK 3219089		
	Time in Use 712.50	Quantity on Hand 12	Quantity Known Defective one
Indicate by "X" Disposition of Exhibit		Repaired and Returned to Service	Disposed of (Explain Below)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:  
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

**EXPEDITE**

**DESCRIPTION:** shortly after landing, following an engine slow time flight on 18 Apr 1945, airplane gradually veered to the left, and despite pilots effort to overcome this condition, ran off the runway and collapsed the nose landing gear. At inspection the Fork socket was twisted off the Fork assembly near the base of the inner Cylinder piston. Right main tire was blown and airplane incurred major damage at stations 1.0 to 2.0.

**CAUSE:** unknown

**RECOMMENDATIONS:** none

**DISPOSITION:** Airplane forwarded to 814 A.E.S., station 123, APO 558, for repair.  
for the Squadron Commander;

*Walter G. Gilbert*  
WALTER G. GILBERT  
Capt, AC  
EIGHT 0

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**ROUTING**

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,  
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, CALIF.

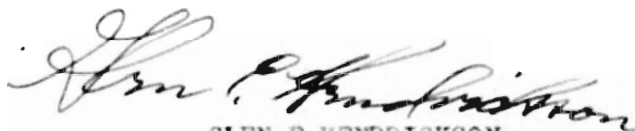
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752ND BOMBARDMENT SQUADRON (H)  
AAF 123 APO 558  
Office of the Operations Officer

22 April 1945.

PILOTS STATEMENT

Made normal landing. Airspeed 120 to 125. Cut all power on flare out. Tail low, main wheels made contact with runway at 100 mph or less. Had wheel all the way back and let nose wheel make contact with runway on its own accord. Relaxed on wheel and started very gently to put brakes on. Ship started very slowly to the left side, relaxed left brake, kept right brake on, no response; put more pressure on right brake, still kept going to the left. Applied full power on right brake. Ship kept going left. Called to Co-Pilot for right brake. He applied right brake. Still going left. End of runway approaching, side of runway very close. Applied power to #1 Engine, left wheel going off, cut power. Ship swinging rapidly to the left, coming to stop. Co-Pilot cut switches as nose started down.



GLEN E HENDRICKSON  
2nd Lt, Air Corps  
Ap Commander

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752ND BOMBARDMENT SQUADRON (H)  
AAF 123 APO 556  
Office of the Operations Officer

22 April 1945

ENGINEERS STATEMENT

After the landing gear went down, I went to the waist and checked for gear down and it was okay, then went to the nose and checked nose wheel down, the latch was in place. Came back and told Pilot both were locked. I had just turned the generators off and was starting the putt-putt. Could feel the ship swerve after it hit the ground. The brakes were being applied because I could hear the tires skidding; kept pulling towards side of runway. Nose wheel had to be down if not the nose wheel would have bounced back into ship.

*Wallace F. Dolwick*

WALLACE F DOLWICK  
Sgt, 35233805

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FLYING CONTROL  
AAF 123 APO 558

18 APRIL, 1945

ACCIDENT STATEMENT

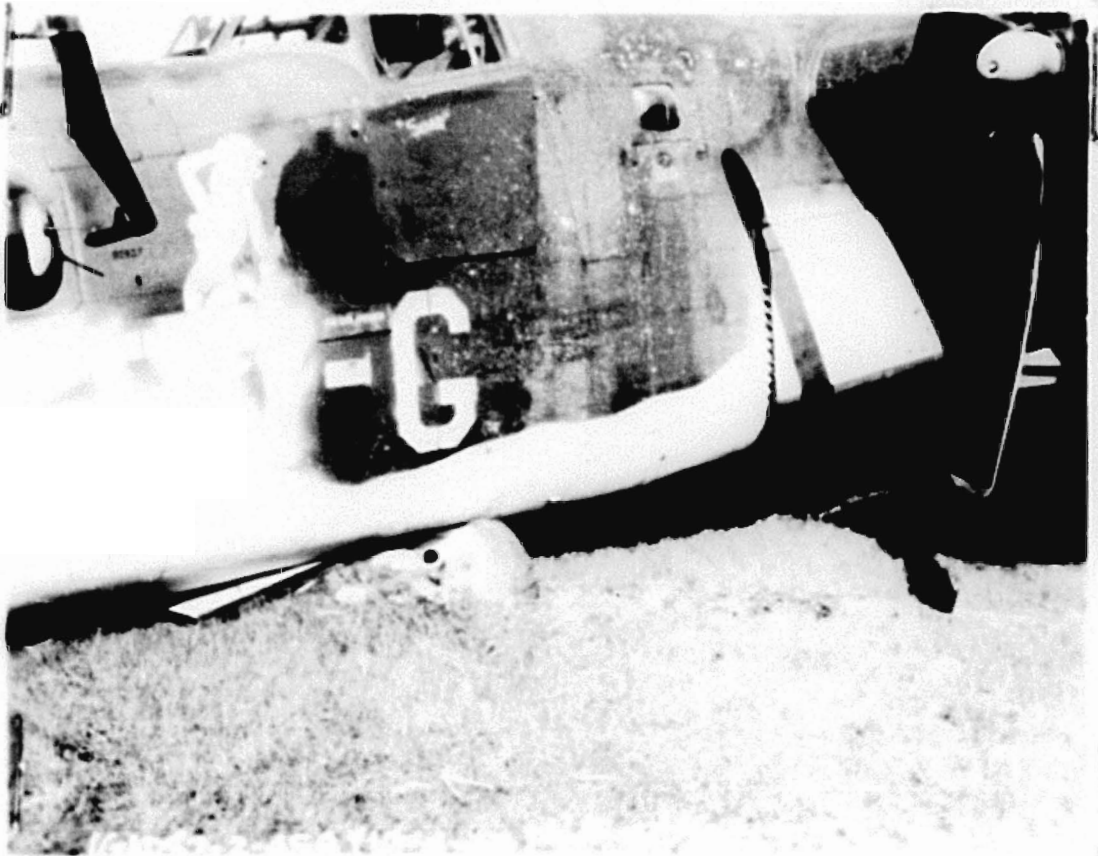
AT APPROXIMATELY 15:25 HOURS THIS DATE, B-24 567 G,  
PILOT LT. HENDRICKSON, 752ND SQDN, LANDED AND HAD NOSE  
WHEEL TROUBLE WHICH FORCED THE AIRCRAFT OFF THE LEFT SIDE  
OF THE RUNWAY. THE RIGHT MAIN TIRE BLEW AFTER HITTING  
THE CEMENT BASE FOR AN ANGLE OF APPROACH INDICATOR, THE  
NOSE WHEEL COLLAPSED. NONE OF THE CREW WERE INJURED AND  
OTHER DAMAGE TO AIRCRAFT IS ESTIMATED AS SLIGHT. RUNWAY  
IN USE AT THE TIME OF ACCIDENT WAS R/W 35 INTO THE NNW.  
WEATHER: NNW AT 6 M.P.H.; VIZ: 10 MILES.

  
ROBERT A. QUINLIVAN  
1ST LT., AIR CORPS  
FLYING CONTROL OFFICER

COPY:  
FORM 14 (GROUP OPERATIONS)  
FILE

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AD 3-45819-4 451A/8 TYPE PRAM



16A28 19-4