

RESTRICTED

Accident No.

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

BAD GIRL

(1) Place near ... Date 2 October 1942
 Aircraft: (4) Type and model ... A. S. No. 44-40283 (5) Damage ...
 Configuration: (7) ... (8) ... (9) ...

Event	WACV (Last name first)	Grade	Serial No.	Post	Percentage	Grade	Av. Miles as	Points to	Out of
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1	SCOTT,
2
3
4
5
6
7
8
9
10

PILOT CHANGED WITH ACCIDENT
 (20) ... (21) ... (22) ... (23) ... (24) ...
 Assigned (25) ... (26) ... (27) ... (28) ...
 Attached for flying (29) ... (30) ... (31) ... (32) ...
 Original rating ... (33) ... Present rating ... (34) ... (35) ...

Form Five Some:
 (36) This type ... (37) This model ...
 (38) Less than days ... (39) Total ...
 (40) Instrument time last 90 days ...
 (41) Instrument time last 30 days ...
 (42) Flight time last 90 days ...
 (43) Flight time last 30 days ...



AIRCRAFT DAMAGE

DAMAGE	(44) LIST OF DAMAGES
(44) Structure <u>...</u>	...
(45) Engine(s) <u>...</u>	...
(46) Propeller(s) <u>...</u>	...

(47) Weather at the time of accident ...
 (48) Was the pilot flying on the controls at the time of accident ...
 (49) Cleared from ... (50) To ... (51) Kind of clearance Contact
 (52) Pilot's mission Practice
 (53) Nature of accident Forced landing accident.
 (54) Cause of accident 100% mechanical failure.
 (55) Form #54 being submitted. (attached) ...

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DESCRIPTION OF ACCIDENT

Include statement of responsibility and recommendations for action to prevent repetition

On 2 Oct 44, A/C B 24 J, 44-48824, took off from AFB Station TX, for a practice mission. Soon after A/C was airborne the pilot, Lieutenant GIBB, noticed an engine on fire. Attempts to shut off fuel pump were unsuccessful. It is believed that the fuel tank exploded, but from show, original cause was unable to be determined as engine engine was too completely burned for identification. Description of fuel tank and fuel was normal. The fire burned the best time (see pictures) as an engine that it was on landing. It is possible possibly the crash on the field could have a shot hit before then it came back into runway operation. With all instruments and warning. Just after that, pilot was unable to hold A/C steady and it started to the left making a few (3) turns and also which caused the two gear and left landing gear. Identification of instruments showed no break-leakage. The crew was uninjured. The A/C suffered engine damage.

RECOMMENDATIONS:

None.

Signature

Elwood T. Claggett

ELWOOD T. CLAGGETT,

Captain, Air Corps.

RESTRICTED

33rd BOMBARDIER SQUADRON (H)

October 6, 1944

SUBJECT: Crash-landing of Ship 284.

The take-off runway was 23, with a formation taking off on a practice mission. I pulled to the right side of the runway to avoid filling the runway with propwash from my engines. On the green light I advanced the throttles and began rolling down the runway. Number one engine suddenly revved up and pulled me almost just off the runway but was straightened out without difficulty. I was soon off the ground and making my turn to Starboard 5 when I noticed a great pressure on the right rudder. At about the same time my engineer tells me that number 1 engine is on fire. The pilot and I had checked for number 1 being out and proceeded to cut the engine and try to feather it, but the oil tank exploded, blowing a hole in the tape of the cowling, and there was no oil pressure. We made a turn back to the field and called the tower for landing instructions and were told to use Runway 05.

Our altitude was too low to allow the crew to bail out safely and I didn't believe there was any danger of the empty auxiliary tank exploding as I advised the crew to jump if they liked, but I thought their chances were better with the ship.

I dumped ten degrees of flaps to gain altitude and was pulling 24 inches of manifold pressure, 2100 RPM. When I turned on the approach I had reached 800 feet. I let down on the field, making a high approach, and cut all power by the throttles and back out the rudder trim.

The landing was with a slight crosswind from the left, so when I landed, I thought the wind was pulling me to the left and I applied full right rudder, but it continued its merry way to the edge of the runway. I applied throttle to number 2 engine but it went off the runway, hit a pile of sand and washed out the landing gear, nose wheel collapsing at the same time and the left main gear immediately afterwards.

On landing at the tire, I found a hole burned through the rubber, and my nose gunner leaped it blew out when the wheels first touched the ground. A piece of the rim of the wheel was found just off the runway.

One crew storage container a few brakes, the others were intact.

A CERTIFIED TRUE COPY.

E. Howard T. Claggett
E. HOWARD T. CLAGGETT
Captain, Air Corps.

/s/ Arthur C. Akin
/t/ Lt. Arthur C. Akin Jr.

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FLYING CONTROL
AAF 123 0 APO 558

2 OCTOBER 1944

ACCIDENT STATEMENT

AT APPROXIMATELY 0945 HOURS B-24-J 288 "S",
PILOTED BY LT. AKIN, CRASHED ON THE AIRFIELD.
1 ENGINE WAS ON FIRE AND HE WAS GIVEN PERMISSION
TO LAND ON R/W 05. UPON LANDING THE AIRCRAFT
SKIDDED OFF THE R/W TO THE LEFT AND CRASHED. NONE
OF THE CREW WERE INJURED. SEVERE DAMAGE WAS DONE
TO THE AIRCRAFT.

WEATHER: VB AT 15 M.P.H. - 8 MILES VIZ.

Jesse Halpern
JESSE (MM1) HALPERN,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER.

COPY:
DIVISION FLYING CONTROL
FORM 16 (GROUP OPERATIONS)
PILOT CONCERNED
FILE

RESTRICTED

WAR DEPARTMENT
 ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AF Reg. 12-34 for instructions on Proper Use of this Form)

TO BE FILLED IN BY STATION

STATION SERIAL No. 44-337	DATE SUBMITTED 11 Oct 44
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LEAVE BLANK

A. S. C. SERIAL No.	REFER TO	CLASS
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STATION AAW 123	ORGANIZATION 753 Bombardment Squadron (H) 158 Bombardment Group (H)
SUBJECT OF REPORT Property Class--Name OIA Airplane, Type B-24	Manufacturer Consolidated-Walter, San Diego
AIRCRAFT--Model & AF Serial No. B-24J 44-10288	ENGINE--Model & AF Serial No. R-1830-65A (Main, Prop) 2
ALSO REPORT ON ONLY LAST B. L. R.--Dept LAST OVERHAUL--Dept 411 New Orleans	Date Rate Flying Time Class Total Flying Time 339:40
ENGINE REPORTS ONLY LAST OVERHAUL--Dept Hours Since Reports and Hours At Each Powering Stage	Remarks Remarks
PART Name Time In Use	Fast Services, Detail and Specifications, etc.
Indicate by checkmarks the presence of the following:	

SEND ORIGINAL COPIES, INCLUDING COPIES OF RECOMMENDATIONS, TO THE
 (See AF Reg. 12-34 for instructions on Proper Use of this Form)

EXPEDITE

Description : Immediately after take-off a crew member noticed that fire was coming from No. 1 Engine nacelle. The Pilot was unable to feather the propeller and circled the field with the engine bleeding. An Emergency Landing was made and as the aircraft hit the runway the left main tire blew causing the ship to leave the runway and hit a pile of sand which tore the nose wheel and the left main landing gear from the airplane. The airplane then slid along on it's belly and left wing tip and tore the propeller and nose section from No. 1 Engine. The fire was immediately extinguished by ground personnel.

Inspection : Upon inspection a large hole was found to have been burnt in the left main tire which caused it to blow when it hit the runway.
 The Oil Tank was completely burnt away and was determined as the reason that the propeller could not be feathered.
 The source of the fire could not be determined.

Cause : Unknown

Recommendations : None.

Disposition : Aircraft salvaged by the 47th San Dept, Sta 123, APO 568:

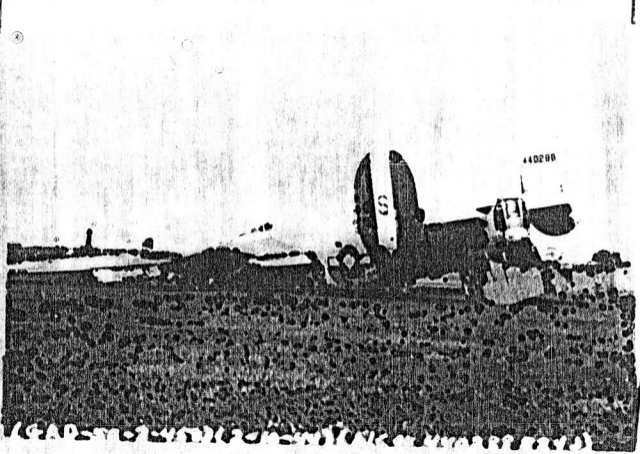
Engine Nos.	Time
#1 BP446204	69:35
#2 BP437714	339:40
#3 BP437437	339:40
#4 BP437620	339:40

Francis A. Green
 FRANCIS A. GREEN
 1st Lt., Air Corps
 Engineering Officer

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ROUTING

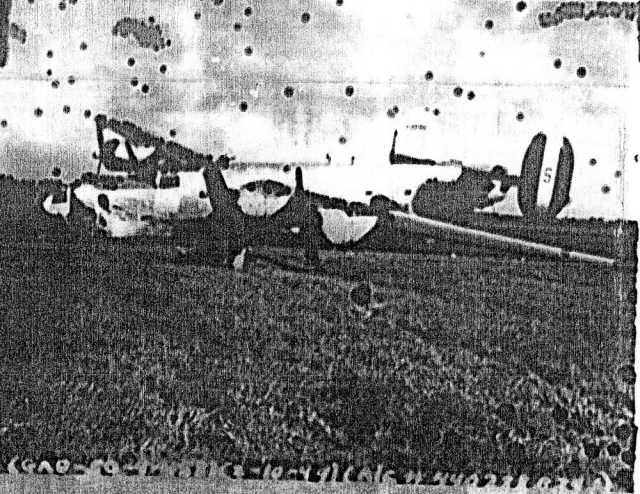
SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
 HQ, AIR SERVICE COMMAND, PATTERSON FIELD, FANNINGFIELD, CALIF.

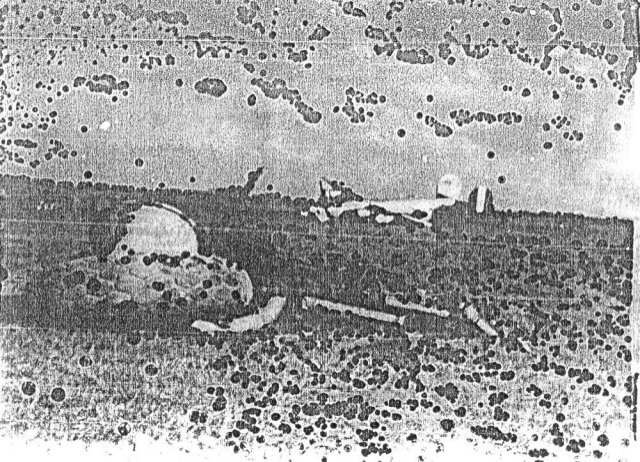


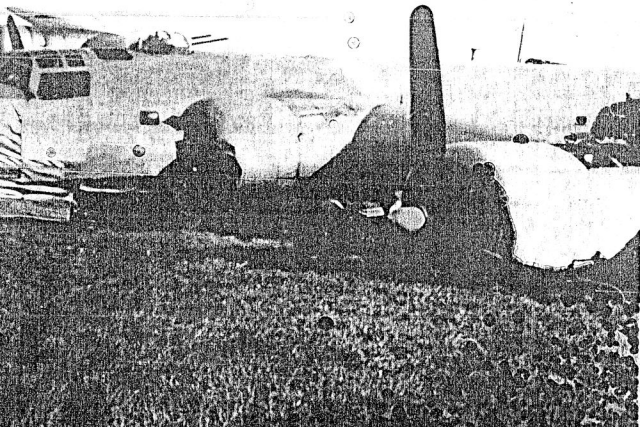
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(SAR-9-45)(2-10-50)(1-10-50)(1-10-50)







(AD-50-1-453)(2-10-44)(A/GW 4403324243)

