

**CONFIDENTIAL**

**ROYAL FLUSH**

RESTRICTED 4  
Account No.

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place AAF STATION 123 (2) Date 30 May 44 (3) Time 1210  
 AIRCRAFT: (4) Type and model B 24 J (5) A. F. No. 44-291 (6) Station AAF 123  
 Organisation: (7) 8th (8) A58th (9) 754  
 (Command and Air Force) (Group) (Squadron)

**PERSONNEL**

POST	NAME (Last name first)	RAVING	SERIAL No.	RAVING	PERSONNEL CLASS	RANK	AIR FORCE OR COMMAND	ASSIGNED TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	MC CARTHY, WILLIAM P.	P	0-795459	1st Lt	1092	AC	8th	None	No
CP	MORFORD, ROBERT W.	CP	0-412398	1st Lt	1092	AC	8th	None	No
M	STRAND, GEORGE E.	M	0-702980	2d Lt	1034	AC	8th	None	No
B	BUTLER, JOHN R.	B	0-702010	2d Lt	1035	AC	8th	None	No
E	POLAKOFF, LEONARD (NMI)	E	12135033	S/SOT	748	AC	8th	None	No
RO	NIXON, GERLAND G.	RO	39836613	S/SOT	757	AC	8th	None	No
G	MC CAIN, JOHN J.	G	15103974	SOT	612	AC	8th	None	No
G	KIRBY, LOWELL P.	G	12185660	SOT	748	AC	8th	None	No
G	APPELBY, GEORGE C.	G	20829398	SOT	611	AC	8th	None	No
G	SINIGOS, GUS D.	G	36237837	SOT	612	AC	8th	None	No

**PILOT CHARGED WITH ACCIDENT**

(20) MC CARTHY WILLIAM P. (21) C-795459 (22) 1st Lt (23) 1092 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 8th (26) A58th (27) 754 (28) AAF 123  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) (30) (31) (32) (33)  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (23) Pilot (34) 4 Jan 43 Present rating (35) Pilot (36) 4 Jan 43 Instrument rating (37) \_\_\_\_\_  
 (Rating) (Date) (Rating) (Date) (Date)

**First PILOT Hours:**

(at the time of this accident)

(38) This type 220:25 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model 39:10 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 44:15 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 795:55 (45) Night time last 30 days \_\_\_\_\_

**AIRCRAFT DAMAGE**

DAMAGE	(46) LIST OF DAMAGE PARTS
(46) Aircraft <u>W</u>	Salvage
(47) Engine(s)	
(48) Propeller(s)	



(50) Weather at the time of accident Clear. Visibility 5 miles. Surface wind NNE at 9 MPH.

(51) Was the pilot flying on instruments at the time of accident \_\_\_\_\_

(52) Cleared from AAF 123 (53) To AAF 123 (54) Kind of clearance Contact

(55) Pilot's mission Training

(56) Nature of accident Take-off accident. No 1 and 2 props ran away on take-off.

(57) Cause of accident 75% Pilot error. 25% material failure.

(58) Form 54 being submitted.

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## DESCRIPTION OF ACCIDENT

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

Lt MC CARTHY in A/C B 24 44-0291 on 30 May 44 while starting to take-off for a practice mission had the propellers on #1 and #2 engines run away.

On the pre-take-off run-up the engines checked normal also the props check through normal. The A/C was then taxied onto the R/W and the power was applied for take-off. When the A/C had gained about 70 MPH #1 prop started running away. Shortly after this #2 prop began to run away. Lt MC CARTHY tried to control toggle switch which had no effect on controlling the props. No attempt was made to use the prop feathering mechanism to help stabilize the props. At this time the A/C was in the air with an airspeed of 120 MPH. Lt MC CARTHY decided to cut the power and land the A/C and try to stop it on the remainder of the R/W. However, having only 1300 feet of R/W left he was unable to bring A/C to stop on the R/W and ran off the end onto rough ground which tore the landing gear off and completely wrecked the A/C.

The recommendations are that the prop governors of all new A/C be tested for correct settings on the acceptance checks. Also, that the pilots try using feathering mechanism to help control a runaway prop.

Signature



JOHN A. HENSLER

Major, AC

Date 9 Jun 44

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STATEMENT OF

1st Lieutenant WILLIAM P. MC CARTHY, AC, O-795459, 753d Bomb Sq,  
458th Bomb Gp (H), AFB Station 123, APO 558.

\*On Tuesday, 30 May 44, I took off on a training flight. I flew in the right hand seat of A/C 44-0291, B 24 J, so as to better fly formation in #3 position. A pre-takeoff check showed everything to be normal.

On take-off, which occurred at about 1210, it started normally until we had achieved about 70 MPH. At this time, #1 Prop started to run away. I watched for a second to make sure it was not due to run and then applied corrective action on the toggle switch. The prop continued to increase in RPM. At this time, when #1 had run away I checked N.P. and #1 and #2 were okay. The maximum reading on #1 was about 3350. When prop did not come back I checked to see if I had the right switch.

Then #2 prop started to run away at the time when I cut the throttles read about 2900, and my engineer said that #2 N.P. was 53 inches. I was applying decrease RPM on both #1 and #2, when I cut throttles. We were about 10 feet in air at 120 and had about 1300 feet of runway and a clear space off the end of the runway.

Just as we left the ground, the rear of the engines from being unsynchronized, was terrific. I cut the throttles and braked ship going off the end of the runway at about 50'. The gear collapsed and the ship went along on it's belly a little. I told crew to get out and six of us went out top hatch and through waist windows. An attempt was made to put engine in idle cut-off. Handles wouldn't work so cut switches and got out myself.

*William P. McCarthy*

WILLIAM P. MC CARTHY,

1st Lt, AC.

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On run up all engines and instruments checked OK. Lt McCarthy the Pilot was riding right side as we were to fly #3 position and he would be able to fly the wing better from the right.

I made the take off and as we were going down the run way on the early part of the run, I checked the Manifold Pressure and RPM's and everything looked OK. When we were making 75 MPH I pulled the nose off and about that time I heard a prop out of synchronization. Lt McCarthy and the Engineer were taking care of the instruments and settings. Things seemed OK and I presumed the RPM on one engine might be set a little high and continued the run. At 110 MPH both props began to run wild. We were off the ground at 120 and at that time Lt McCarthy decided to cut the power. We immediately settled on the ground and applied the brakes. We went off the end of the runway at about 50 MPH. The left gear gave way, the nose gear collapsed and we came to an immediate stop. During this time Lt McCarthy cut the switches and attempted to put the mixture controls in idle cut off. The crew was warned to stand by for a crash. All the crew escaped injury. Four men went out the waist and 6 men out the top hatch. Lt McCarthy came out the top hatch last. The accident occured at approximately 12:15.

ROBERT W MORFORD,  
1st Lt, AC,  
Co-pilot.

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FLYING CONTROL  
AAF 123 APO 558

**RESTRICTED** 30 MAY 1944

ACCIDENT STATEMENT

AT 1210 HOURS, S-2L-J "C" 291, PILOTED BY  
LT. MCCARTHY, TAKING OFF ON A PRACTICE MISSION,  
CRASHED AT END OF RUNWAY 05 AFTER HAVING GOTTEN  
ABOUT TEN (10) FEET OFF THE GROUND. THE CRASH  
WAS CAUSED BY TWO (2) RUNAWAY PROPS. FULL EXTENT  
OF DAMAGE NOT ASCERTAINED. NO ONE WAS INJURED.

*John M. Roubie*

JOHN M. ROUBIE,  
F/LT., R.C.A.F.,  
FLYING CONTROL OFFICER.

COPY:  
DIVISION, FLYING CONTROL  
FILE 1 (GROUP OPERATIONS)  
" " " "  
PILOT CONCERNED  
FILE

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WAR DEPARTMENT  
 ARMY AIR FORCES  
**UNSATISFACTORY REPORT**

LEAVE SLASH		
A. I. C. SERIAL No.	GROUP TO	CLASS

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
44-135	7 June 44

(Use AAF Reg. 10-44 for Information on Proper Use of this Form)

STATION	sta. 123	AFPO 558	ORGANIZATION	753rd Bombardment Squadron (H) 458th Bombardment Group (H)
PROPERTY CATEGORY	Property Class—Class	Manufacturer	AAF Order or Shipping No.	
	01-A Airplane type B-24J	Consolidated Wiltco, San Diego		
ARMORY—Serial & AAF Serial No.	B-24J 44-40291	Serial—Serial & AAF Serial No.	MFG OR ACCESSORY—Type, Model and Serial No.	
		R-1830-65A (Nos. at bottom)		
ARMORY CATEGORY	LAST O. & L. E.—Date	Date	Flying Time Since	Total Flying Time
	none	new	120:25	120:25
ARMORY CATEGORY	LAST OVERHAUL—Date	Hours Since	Mileage and Hours at Each Previous Overhaul	
	new	120:25	none	
NAME	Part Number, Serial and Specification No.			
TIME IN USE	Quantity on Hand	Quantity Known Defective	No. Previous Failures	Manufacturer
Inspector's No. or Identification				
Influence by Disposition of Exhibit	Photographed and Photo Embossed	Sold for Instructions	Test Under Separate Group	Sent to Attached Postage
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			Inspected and Returned to Service	Inspected of (Duplicate Below)
			<input checked="" type="checkbox"/>	<input type="checkbox"/>
				No Further Faulty (INITIALS)

Give COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:  
 (Use Only Applicable Spaces Above—Omit Unnecessary Capitulation)

**EXPEDITE**

**DETAILS** : while taking off on practice mission, 30 May 1944, Pilot reports that Nos. 1 and 2 propellers ran away and could not be controlled. Plans began to mush back onto runway and the Pilot pulled back on the throttles. Landing gear collapsed and the plane slid off the end of the runway on it's belly. No personnel were injured and the plane did not burn.

Upon inspection it was found that No. 1 Prop Governor's dump valve was set 125 P.S.I. too low.

**CAUSE** : Unknown

**RECOMMENDATIONS** : None

**DISPOSITION** : Aircraft salvaged by 469th Sub Depot, Sta. 123, APO 558

ENGINE NUMBERS	TIME
BP-437623	120:25
BP-437750	120:25
BP-437521	120:25
BP-437666	120:25

*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, FAIRFIELD, OHIO.



(GAD-33-3-457) (32-5-44) AL 16 440291 TYPE J







(GAD-35-2-458)(30-5-44)(4E No. 440291 TYPE J)