

Accident No. _____

Pilot's Name _____

08 Nature Group *Flying*
 60 Specific Nature *Collision with*
unavoidable terrain
 82 Underlying Nature *Crew's operation*
 107 Cause Group *judgment*
 13 Specific Cause *momentary lapse*
 17 Underlying Cause *mental inefficiency*
carelessness

30? 39 Cause Group *Aircraft*
 68 Specific Cause *propeller*
 84 Underlying Cause *indetermined*

Accident No. 44-2-10-520

Date

Checked by [Signature] 3-27-44

Analyzed by [Signature] 3-28-44

Copied for Wright
Field by _____

Notes _____

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ACCIDENT NO.

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

44-2-10-520

BY *Job* DATE *18 June 45*
(1) Place AAF Station 123 (2) Date 10 February 1944 (3) Time 1400
AIRCRAFT: (4) Type and model B-24 J (5) A. F. No. 42-100431 (6) Station AAF Station 123
Organization: (7) 8th (8) 458th (9) 753rd
(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	CLAGGETT, ELLWOOD T.	P	0-24997	Captain	00	AC	8th	None	No
CP	STROMSBORG, G. H.	P	T-1906	F/O	92	AC	8th	None	No
E	MURPHY, EDWARD J.	E	32373228	T/Sgt	20	AC	8th	None	No
R	MACK, GEORGE (NMI)	R	34035595	s/Sgt	20	AC	8th	None	No

(20) CLAGGETT ELLWOOD T. PILOT CHARGED WITH ACCIDENT
(Last name) (First name) (Middle initial) (21) 0-24997 (22) Captain (23) 00 (24) AC
(Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th (26) 458th (27) 752nd (28) 123 2180
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) (30) (31) (32)
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) pilot (34) 6-3-42 Present rating (35) Pilot (36) 6-3-42 Instrument rating (37)
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type..... 258:10 (42) Instrument time last 6 months.....
(39) This model..... 151:30 (43) Instrument time last 30 days.....
(40) Last 90 days..... 219:50 (44) Night time last 6 months.....
(41) Total..... 781:10 (45) Night time last 30 days.....

AIRCRAFT DAMAGE

DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft	M	/	/	Nose Wheel Assembly Complete
(47) Engine(s)	/	/	/	
(48) Propeller(s)	/	/	/	

(50) Weather at the time of accident Scattered clouds bases 1500-2000' with scattered snow showers
visibility 5-6 miles.

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

(52) Cleared from AAF Station 123 (53) To 2180

(55) Pilot's mission Ferrying Aircraft

(56) Nature of accident On the way to take-off position, the pilot taxied the right landing gear off of the perimeter track into soft ground. While endeavoring to bring the wheel back on to the perimeter, the nose wheel collapsed.

(57) Cause of accident Pilot error 50% for trying to get right wheel back on the track by use of throttles, 50% material failure.

(58) Form 54 has been submitted.

CLASSIFICATION CANCELLED OR CHANGED
TO RESTRICTED of clearance contact
BY AUTHORITY OF USAAG
BY Job DATE 18 June 45

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DESCRIPTION OF ACCIDENT

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

The pilot received orders from Group Operations to ferry aircraft B-24J #2100431 to Watton for modification. Enroute to the take-off position, the pilot taxied off of the perimeter strip in the soft ground with the right main landing gear. At this point, the pilot tried to bring the aircraft on to the perimeter strip by the use of throttles. The resulting shearing action caused the nose wheel main leg strut to break causing the collapse of the nose wheel.

It was also discovered in later investigations that a flaw existed in the tube fork of the nose gear assembly. An Unsatisfactory Report (Form 54) was submitted by the Sub-Deot concerning this defect.

The pilot and failure of material were responsible for the accident. It is recommended that hereafter, when any airplane at this station taxis off of either the runway or the perimeter strip, that the engines be stopped and the airplane towed out by a tug.

Signature

John A. Hensler
(Investigating Officer)

JOHN A. HENSLER.

Major, Air Corps.

Technical Inspector.

Date 19 February 1944.

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FLYING CONTROL
AAF 123 APO 634

ACCIDENT STATEMENT

B-24 AIRCRAFT BELONGING TO 753RD SQUADRON BEING TAXIED BY CAPT. CLAGGETT RAN OFF TAXI TRACK INTO SOFT SHOULDER WITH RESULTANT COLLAPSE OF NOSE WHEEL. RIGHT WHEEL WAS SIDE THAT WENT OFF ONTO SHOULDER. AIRCRAFT SHORTLY MOVED BY CLETRAC. AIRCRAFT AT TIME CONSTITUTED NO OBSTRUCTION TO RUNWAY IN USE.

DATE: FEB. 10, 1944

AIRCRAFT NO. 131-R

Robert C. Sellers

ROBERT C. SELLERS,
1ST LIEUT., AIR CORPS,
FLYING CONTROL OFFICER

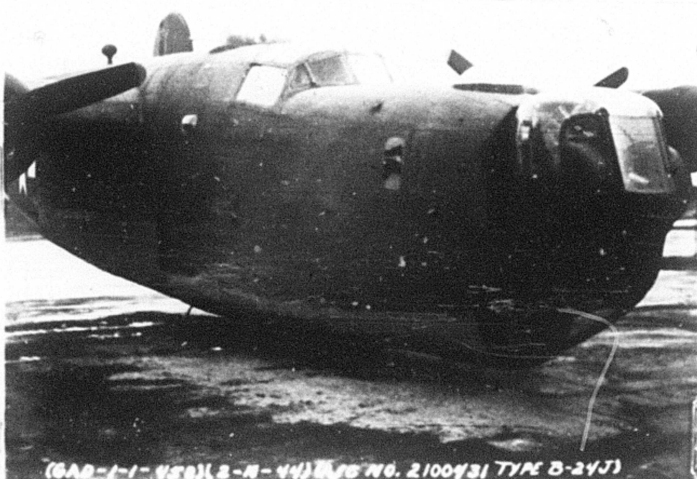
DIVISION FLYING CONTROL
FORM 14 (GROUP OPERATIONS)

PILOT CONCERNED.
FILE

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(GAD-1-4-45)(A-1-45) N/C NO. 2100431 TYPE B-24J



(GAD-1-1-45)(A-1-44) N/C NO. 2100431 TYPE B-24J



(GAD-1-2-45)(A-10-44) N/C NO. 2100431 TYPE B-24J

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