

RESTRICTED

LUCKY STRIKE

ACCIDENT No. 45-11-4-373

11-29-44

21800
01-001

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF 123 - APO 558 (2) Date 4 November 1964 (3) Time 1110 4
AIRCRAFT: (4) Type and model B-24 H-10 (5) A. F. No. 41-28709 (6) Station AAF 123
Organization: (7) VIII (8) 458th (9) 755th
(Command and Air Force) (Group) (Squadron)
PERSONNEL BAF 2180

DEPT	NAME (Last name first)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	REPORT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	DANE, HAROLD B.		P 0-699652	1st Lt	16	AC	8th	None	No
CP	SZOKO, JOSEPH J.		CP 0-1049366	2d Lt	16				
R	SMALLAN, JOSEPH A.		R 33439034	T/Sgt	38				
RO	BENISH, RICHARD K.		RO 12120039	T/Sgt	38				
G	LUCAS, EDWARD A.		G 33746378	S/Sgt	38				
	*A/C 752d Sq								
	** Lt SZOKO - 754th Sq.								

PILOT CHARGED WITH ACCIDENT

(20) DANE HAROLD B. (21) 0-699652 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Group) (Rank) (Personnel class) (Branch)
Assigned (25) VIII (26) 458th (27) 755th (28) AAF 123
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) VIII (30) 458th (31) 755th (32) AAF 123
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) PILOT (34) 12 MAY 64 Present rating (35) PILOT (36) 12 MAY 64 Instrument rating (37) R JUNE 64
(Rating) (Date) (Rating) (Date)

First Pilot Hours:
(at the time of this accident)

(38) This type	<u>338:45</u>	(42) Instrument time last 6 months	
(39) This model	<u>165:25</u>	(43) Instrument time last 30 days	
(40) Last 90 days	<u>154:05</u>	(44) Night time last 6 months	
(41) Total	<u>338:45</u>	(45) Night time last 30 days	

AIRCRAFT DAMAGE YES 12/5/64

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>M</u>	<u>Salvage skin wrinkled from Pilot's compartment to Bomb-Bays. Nose wheel sheared off.</u>
(47) Engine(s) <u>1 1 1 1 1</u>	
(48) Propeller(s) <u>1 1 1 1 1</u>	

(49) Weather at the time of accident 7 Miles Vix. 2000' Cloud base. Wind WSW at 16MPH. Cloudy.

(51) Was the pilot flying on instruments at the time of accident No.
(52) Cleared from AAF 123 (53) To AAF 123 (54) Kind of clearance Contact

(55) Pilot's mission NB-OPERATIONAL
(56) Nature of accident Nose wheel collapsed while taxiing.

(57) Cause of accident LOCK Mechanical failure.

(58) Form 51 attached.

Incl #18-

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DESCRIPTION OF ACCIDENT

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

At 1110, 4 November 1944, at AAF Station 123, APO 558, "war weary" A/C B 24 H, 41-28709 was taxiing down R/W 10, piloted by Lieutenant DANE, and had a serious nose-gear failure which resulted in complete salvage of A/C. According to the statement of Lieutenant DANE, while he was taxiing from the hardstand to the inner-section of the live runway there was a definite shimmy and roughness about the movement of the plane. The engines were run up normally but when the A/C was taxied again after stopping at inter-section the nose wheel collapsed from strut failure. The lower scissors bent and the lower scissors bolt sheared.

Lieutenant DANE was not taxiing fast when accident occurred. No one was injured, but nose section was so badly damaged A/C had to be salvaged. Exact cause of failure is unknown.

Signature

Ellwood T. Claggett

(Investigating Officer)

ELLWOOD T. CLAGGETT,

Captain, Air Corps

Date 13 November 1944

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S T A T E M E N T

of

1st Lieutenant HAROLD B DANE, 755th Bombardment Squadron, 458th Bombardment Group (H), AAF 123, APO 558. Pilot on A/C 709, belonging to 752d Bombardment Squadron, which had a taxiing accident on 4 November 1944.

"As I taxied from the hardstand and around the perimeter strip I noticed that the ship was difficult to taxi; but I attributed that fact to the age of the ship. I turned down runway 17, then left onto runway 10, stopping about fifty to seventy yards short of runway 23, where I ran up the engines.

About the time I finished running up the engines I heard a B-24 (M-Mike) call the tower and tell them he was on the base leg, supposedly using 23. When I saw that he was lined up on 28 and heading directly for me on runway 10 I called the tower and asked if M-Mike was in trouble. Upon receiving the information that he had one engine feathered, I asked and received permission to taxi onto runway 23 so he could use 28.

I had taxied a few yards when the nosewheel began to feel like it was flat, but because M-Mike had an engine feathered I decided to continue onto 23. About 10 yards short of 23 the nosewheel strut broke and the ship set down on its nose. I was not using brakes at the time the nose wheel collapsed."

Harold B. Dane
HAROLD B. DANE,
1st Lt, Air Corps,
Pilot.

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FLYING CONTROL
AAF 123 APO 558

4 NOVEMBER 1944

ACCIDENT STATEMENT

AT 1110 HOURS B-24-H, AIRCRAFT # 709 "1",
PILOTED BY LT. DANE, WHILE TAXYING ON RUNWAY
10 TO TAKE OFF POSITION, HAD ITS NOSE WHEEL
COLLAPSE. SEVERE DAMAGE WAS DONE TO THE AIR-
CRAFT BUT NO ONE WAS INJURED.

WEATHER: WSW AT 15 M.P.H. - VIZ 7 MILES.

Jesse Halpern
JESSE (NMI) HALPERN,
1ST LT., SIGNAL CORPS,
FLYING CONTROL OFFICER.

COPY:
DIVISION FLYING CONTROL
FORM 14 (GROUP OPERATIONS)
" " " "
PILOT CONCERNED
FILE

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TO BE FILLED IN BY STATION

STATION SERIAL No.
44-380

DATE SUBMITTED
11 NOV 44

UNSATISFACTORY REPORT

(See AAF Reg. 15-64 for Information on Proper Use of this Form)

LEAVE BLANK		
A. S. G. SERIAL No.	REFER TO	CLASS

STATION AAF 123, APO 558		ORGANIZATION 752nd Bomb Sq - 458th Bomb Gp (H)	
SUBJECT OF REPORT Property Class-Name 01-D Assembly Nose Landing Gear		Manufacturer Douglas	AAF Order or Shipping No. W535 AC-18722
AIRCRAFT-Model & AAF Serial No. B 24H 41-28709		ENGINE-Model & AAF Serial No.	
AIRCRAFT REPORTS ONLY LAST R. L. R.-Depot NDRC		Date	Flying Time Since Total Flying Time 528,20
ENGINE REPORTS ONLY LAST OVERHAUL-Depot		Hours Since	Deposits and Hours At Each Previous Overhaul
PART Name Assembly, Piston Tube		Part Drawing, Serial and Specification No. 54311	
Time In Use 528,20		Quantity on Hand 10	Quantity Known Defective One
Indicates by "X" Disposition of Exhibit		No. Previous Failures None	Manufacturer Douglas
<input checked="" type="checkbox"/> Photographed and Prints Enclosed <input type="checkbox"/> Held for Instructions <input type="checkbox"/> Sent Under Separate Cover		<input type="checkbox"/> Sent in Attached Package <input type="checkbox"/> Repaired and Returned to Service	Inspector's No. or Identification Unknown
		<input checked="" type="checkbox"/> Disposed of (Explain Below) <input type="checkbox"/> SD (INITIALS) 15697th Overhaul Facility	

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

EXPEDITE

DESCRIPTION: On 4 November 1944, after pre-flight on taxi strip, pilot proceeded to move above Airplane into take-off position, when the Nose Wheel landing gear assembly collapsed after Airplane had moved approximately 20 feet.

The Strut piston (Pt No 54311) was sheared at the top surface of the Fork socket (Pt No 54289); lower scissors (Pt No 32L 253) was bent and lower scissors bolt (Pt No 32L 436) was sheared and threads stripped. Airplane incurred considerable damage at nose wheel area.

CAUSE: Unknown

RECOMMENDATIONS: None

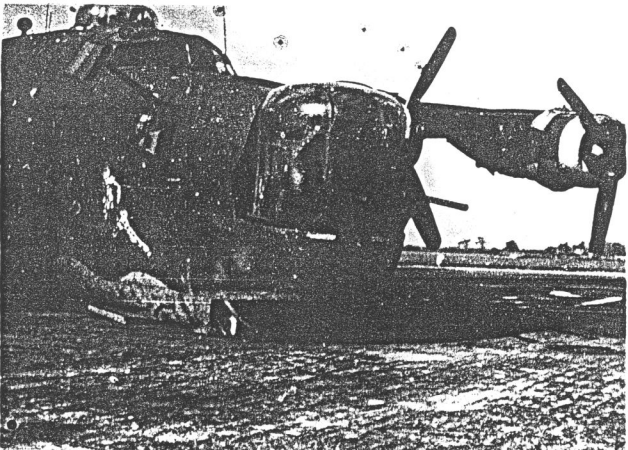
DISPOSITION: Subject Airplane (War Wearer) transferred to 469th Sub-Depot, AAF 123, APO 636.

For the Squadron Commander,

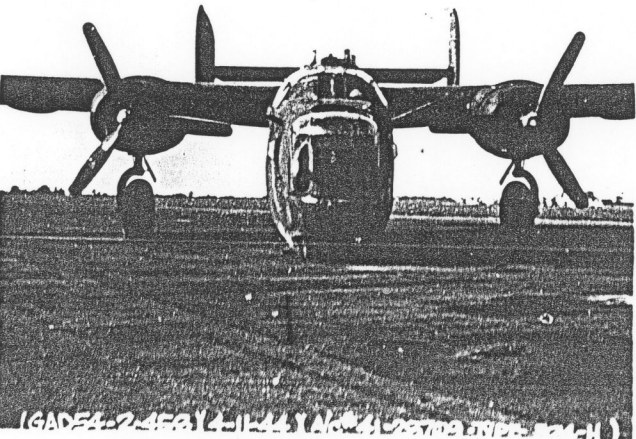
Walter G. Goehert
WALTER G. GOEHERT
1st Lt, AC
Engr O

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



LEADER 512914-11-141 467428709-TYPE 524-H



(GAD54-2-456 Y 4-11-44 Y A/C # 4-28709 JSPF-521-H)