

RESTRICTED

ACCIDENT NO.

BECKY

WAR DEPARTMENT
U. S. ARMY AIR FORCES

45-5-6-511

5-312180
01-120

REPORT OF AIRCRAFT ACCIDENT

28
7
Z180

(1) Place AAF STATION 123 - APO 558 (2) Date 6 May 1945 (3) Time 2300
 AIRCRAFT: (4) Type and model B-24H (5) A. F. No. 42-95216 (6) Station AAF 123
 Organization: (7) 2AD VIII (8) 458th Bomb (H) G (9) 753d Bomb (H)
 (Command and Air Force) (Group) (Squadron)

POST	NAME (Last, name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLAIM	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	MONTGOMERY, DONALD A.	P	0-834853	1st Lt.	18	AC	VIII	None	None
CP	SLOAN, WILLIAM E.	P	0-830997	2nd Lt.	18	AC	VIII	None	None
RD	JEFFER, FRED E.	P	0-563401	2nd Lt.	18	AC	VIII	None	None
N	M. AXON, HUGH B.	M	0-2064520	2nd Lt.	18	AC	VIII	None	None
E	DRAGES, Joseph A.		35769701	S/Sgt	38	AAF	VIII	None	None
G	Neely, Charles G.		14158722	Sgt	38	AAF	VIII	None	None
G	Roderwals, Willard A.		16121493	Sgt	38	AAF	VIII	None	None

PILOT CHARGED WITH ACCIDENT

(20) MONTGOMERY DONALD A. (21) 0-834853 (22) 1st Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Rank) (Personnel claim) (Branch)
 Assigned (25) 2AD VIII (26) 458th Bomb (H) (27) 753d Bomb (H) (28) AAF 123
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 2AD VIII (30) 458th Bomb (H) (31) 753d Bomb (H) (32) AAF 123
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 27 Jun 44 Percent rating (35) Pilot (36) 27 Jun 44 Instrument rating (37) 22 Jun 44
 (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:
 (at the time of this accident) 02 7.0 1
 (38) This type 103105 (41) Instrument time last 6 months 31:40
 (39) This model 1045 (42) Instrument time last 30 days 19:40
 (40) Last 90 days 82:05 (43) Night time last 6 months 2:20
 (41) Total 691:10 (44) Night time last 30 days 1:20

AIRCRAFT DAMAGE

DAMAGE	(45) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 4 M 3 I 1</u>	Left wing, left rudder, badly damaged.
(47) Engine(s) <u>W 4 M 3 I 1</u>	No. 1 engine wrecked, No. 2 engine damaged.
(48) Propeller(s) <u>W 4 M 3 I 1</u>	Fuselage buckled, left gear sheared.

(50) Weather at the time of accident Viz 6 miles Wind SE 14MPH

(51) Was the pilot flying on instruments at the time of accident NO
 (52) Cleared from Local (53) To Local (54) Kind of clearance Local night

(55) Pilot's mission Night Transition

(56) Nature of accident Landing accident

(57) Cause of accident Left main gear sheared off after landing causing airplane to veer off runway and wrecking airplane.

(58) Has a Form 54 been submitted? Yes

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DESCRIPTION OF ACCIDENT

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

The pilot had made a normal approach and landing speed was normal. The flare out was a trifle late, but the ship did not bounce. Left landing gear drag link pivot was pulled out of spar breaking drag link pivot shaft at front of main landing gear pivot shaft where the two shafts screw together. Main landing gear oleo leg was sheared off at top of oleo cylinder, about one half of the break occurred in the area of the lower thread, the rest of the break was on the forward area of strut cylinder with the metal being pulled apart. Break would indicate that failure was due to a shear load on landing gear, there was no indication of excessive compression load as wing spars at front and back of main landing gear pivot shaft housing showed no signs of sheared rivets or buckling. Airplane fuselage was badly damaged between stations No 2 and No. 7, fuselage was also twisted at front of horizontal stabilizer.

The pilot may have made a harder than normal landing but there is no proof that it was unusually hard. There are no facilities available for a quick testing of sheared oleo cylinder, and no fair degree of responsibility can be placed because of these conditions.

IMMEDIATE CAUSE- Left oleo cylinder sheared on landing causing airplane to be damaged beyond repair.

UNDERLYING CAUSE- Probably a combination of material failure and pilot making a harder than normal landing.

RESPONSIBILITY- 100% Unknown.

RECOMMENDATIONS: None.

James A. Hogg
JAMES A. HOGG, O-26596
Lt Col., Air Corps,
President.

Walter H. Williamson
WALTER H. WILLIAMSON, O-385445
Lt Col., Air Corps,
Pilot.

Walter W. Lavell
WALTER W. LAVELL, O-23032
Major, Air Corps,
Pilot.

John F. Castle
JOHN F. CASTLE, O-512901
Capt., Air Corps,
Engineering Officer.

Signature.....
(Investigating Officer)

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 ARMY AIR FORCES

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TO BE FILLED IN BY STATION

STATION SERIAL No. 49-998	DATE SUBMITTED 15 May 45
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UNSATISFACTORY REPORT
 (See AAF Reg. 15-54 for Information on Proper Use of this Form)

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

STATION AAF 123	ORGANIZATION AFD 558	PART OR ACCESSORY—Type, Model and Serial No. VAD-8088 02 (10) AAF 458-8088 02 (10)	
SUBJECT OF REPORT Property Class—Name 01-B Plate-Pivot Shaft Bushing Retainer	Manufacturer Ford	AAF Order or Shipping No. L-5054-1000	
AIRCRAFT—Model & AAF Serial No. P-24H-25-FO 42-95216	ENGINE—Model & AAF Serial No. R-1830-13	UNIT OR ACCESSORY—Type, Model and Serial No.	
AIR RAFT REPORTS ONLY LAST D. L. R.—Depot 89015	Date 20 May 45	Flying Time Since 89015	Total Flying Time
ENGINE REPORTS ONLY LAST OVERHAUL—Depot	Depos and Hours At Each Previous Overhaul		
PART Name Plate-Pivot Shaft Bushing Retainer	Part Drawing, Serial and Specification No. Ford Part No. G327134-2R		
	Time In Use 89015	Quantity on Hand 18	Quantity Known Defective 1
Indicate by "X" Disposition of Exhibit	Photographed and Prints Enclosed <input checked="" type="checkbox"/>	Hold for Instructions <input type="checkbox"/>	Seal Under Separate Cover <input type="checkbox"/>
	Seal in Attached Package <input type="checkbox"/>	Repaired and Returned to Service <input type="checkbox"/>	Disposed of (Explain Below) <input checked="" type="checkbox"/>
	No. Previous Failures 0	Manufacturer Ford	Inspector's No. or Identification Unknown
			To Overhaul Facility (INITIALS) <input type="checkbox"/>

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

EXPEDITE

- DESCRIPTION** : On 6 May 1945, during night flying and practice landings, Pilot was making third landing when left gear collapsed damaging aircraft beyond repair. Upon inspection the right front Plate-Pivot Shaft Bushing Retainer, Part No. G327134-2R was found to be cracked above the Drag Link Pivot Bearing. Crack was approximately one (1) inch wide and rivets attaching the plate to the spar were either loose or sheared. Aircraft had a crew of five men and 1,800 gals. of gasoline.
- CAUSE** : Failure was caused by undue shear load on landing gear during this or some previous landing.
- RECOMMENDATIONS** : None
- DISPOSITION** : Aircraft salvaged by 3rd SAG, AAF 505, AFO 636.

Francis A. Green
 FRANCIS A. GREEN
 Captain, Air Corps
 Sqdn Eng O

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ROUTING

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

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WAR DEPARTMENT
DA Form 20, 54
(Revised 2-18-43)WAR DEPARTMENT
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-24 for Information on Proper Use of This Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
45-597	15 May 45

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

STATION	AAP 123		AFPO 558	ORGANIZATION	759 Bomb Sq (H)	458 Bomb Sq (H)
SUBJECT OF REPORT	Property Class—Name		OL-B Plate-Pivot Shaft Bushing Retainer			
AIRCRAFT—Model & AAF Serial No.	B-24B-25-FO 42-95216		ENGINE—Model & AAF Serial No.	R-1830-43		
AIRCRAFT REPORTS ONLY	LAST D. I. R.—Dept.	Date		Flying Time Since	Total Flying Time	
ENGINE REPORTS ONLY	LAST OVERHAUL—Dept.	Deposits and Hours At Each Previous Overhaul		890:15		

PART	Name	Plate-Pivot Shaft Bushing Retainer				
	Time in Use	Quantity on Hand	Quantity Known Defective	No. Previous Failures	Manufacturer	Inspector's No. or Identification
	890:15	18	1	1	Ford	Unknown
Indicate by "X" Disposition of Exhibit	Photographed and Prints Enclosed	Held for Instructions	Sent Under Separate Cover	Sent in Attached Package	Repaired and Returned to Service	Disposed of (Explain Below)
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EXPEDITE

DESCRIPTION : Part failed when Aircraft was engaged in night flying and practice landings. While making third landing the left gear collapsed and the Plate-Pivot Shaft Bushing Retainer, Part No. G327134-2L broke above the front Drag Link Pivot bearing allowing the Drag Strut to tear the remaining portion of the plate from its mountings as indicated by the photo. Aircraft had a crew of five men and approximately 1,800 gals. of gasoline.

CAUSE : Failure was caused by undue shear load on landing gear during this or some previous landing.

RECOMMENDATIONS : None

DISPOSITION : Aircraft salvaged by 3rd SAG, AAF 505, APO 636.

Francis A. Green
FRANCIS A. GREEN
Captain, Air Corps
Sqdn Eng O

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ROUTING

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HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

U. S. GOVERNMENT PRINTING OFFICE : 1943 30-46131

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PILOT'S STATEMENT ON ACCIDENT IN AIRPLANE 42-95216

On third landing after a very good approach (constant airspeed 130MPH), a lower than normal flare-out (Approximately 110 MPH), and actual contact with runway which was a trifle hard due to late flare-out (plane landed solidly on the two main wheels) the plane started a normal landing roll.

After about 50 ft., the left landing gear began to shear off giving me the impression of a blown tire. I was able to keep the plane under control until the wing dropped causing a sharp turn to the left, off the runway.

At this time the engineer shot red flares and turned the fuel cocks off. Instructor pilot turned switches off and ship was abandoned with no injury to personnel.

It is my opinion that the accident was due to structural failure.

Donald A. Montgomery
DONALD A. MONTGOMERY,
1st Lt, AC,
Pilot.

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INSTRUCTOR PILOT'S STATEMENT ON ACCIDENT IN AIRPLANE 42-95216

We had previously had two landings, the first one normal and the second a little hard but not enough to damage the landing gear. On the third landing the approach was normal and very good. Landing attitude was normal and the nose wheel was definitely off the ground when the ship hit. Ship did hit quite hard.

The left gear did not seem to shear completely off on impact as we had fairly good control until it collapsed completely and the wing struck the runway, throwing the ship to the left.

To all appearances, I would say that we hit the runway about 70-80 feet from the end and in a wing level attitude.

WILLIAM E SLOAN,
2nd Lt, AC,
Instructor Pilot.

William E. Sloan

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FLYING CONTROL
AAF 123 APO 558

6 MAY 1945

ACCIDENT STATEMENT

AT 23:00 HOURS B-24, 216-K, 753RD SQDN, PILOT LT. CONE-
BOMERY, BROKE LEFT STRUT OF MAIN GEAR UPON LANDING. LEFT
GEAR COLLAPSED AND AIRCRAFT RAN OFF RUNWAY ONTO GRASS.
NONE OF THE CREW WERE INJURED. AIRCRAFT SUSTAINED EXTENSIVE
DAMAGE AND WILL BE SALVAGED.

WEATHER: VIZ. 6 MILES; WIND, SW AT 6 MILES PER HOUR.

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

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ENGINEER'S STATEMENT ON ACCIDENT IN AIRPLANE 42-95216

On landing I was calling out the airspeed, and when we hit the runway the indicator read 110.

I couldn't tell if we landed on one wheel or not, but it felt like we were coming in level. We rolled along normally until the landing gear gave way and we went down on one wing.

Joseph A. Driggs
S/Sgt Joseph A. Driggs,
35869701.