

NAME OF PILOT

Chened, William B Jr.

TYPE OF PLANE

B-24H

ACCIDENT NUMBER

45-3-9-528

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. 15-349-528

Checked by

WLS

Into

4-13-45

Analyzed by _____

Copied and Weight

Table by _____

Notes _____

5529:10-14978

RESTRICTED

WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDENT No. 45-3-9-328

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 123 R/W 05 (2) Date 9 Mar 45 (3) Time 0859
 AIRCRAFT: (4) Type and model B-24 H 10 (5) A. F. No. 41-28697WV (6) Station: AAF 123
 Organization: (7) VIII (8) 458th Bomb Gp (9) 754th Bombardment Squadron (H)
 (Command and Air Force) (Group) (Squadron)

DUITY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
<input checked="" type="checkbox"/>	CHENEY, WILLIAM B. JR.	P.	0-825570	2d Lt.	18	AC	VIII	None	No
<input checked="" type="checkbox"/>	GILBERT, KENNETH O.	P.	0-782443	2d Lt.	18				
<input checked="" type="checkbox"/>	SCHMUTZ, PAUL E.		0-2073230	2d Lt.	18				
<input checked="" type="checkbox"/>	PARSONS, THEODORE K.		36587678	Sgt.	38	AAF			
<input checked="" type="checkbox"/>	SULLIVAN, ROBERT T.		11105239	Sgt.	38				
Crew assigned to 753d Bombardment Squadron.									

PILOT CHARGED WITH ACCIDENT

(20) CHENEY, WILLIAM B. JR. (21) 0-825570 (22) 2d Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) VIII (26) 458th Bomb Gp (27) 753d Bomb Sq (H) (28) AAF 123
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) VIII (30) 458th Bomb Gp (31) 753d Bomb Sq (H) (32) AAF 123
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 12 Mar 44 Present rating (35) Pilot (36) 12 Mar 44 Instrument rating (37) 18 Feb 45
 (Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours: (at the time of this accident) OR - T.O. - 1 - (2)

(38) This type	41:55	(42) Instrument time last 6 months	17:45
(39) This model	3:45	(43) Instrument time last 30 days	2:20
(40) Last 90 days	31:45	(44) Night time last 6 months	3:30
(41) Total	727:50	(45) Night time last 30 days	None

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident 3000 yds Vize 2/10ths cloud above 10,000. Haze. Wind NW at 10 MPH.

(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 Wing weather ship

(56) Nature of accident Landing accident

(57) Cause of accident Pilot Error - 90%
Material Failure - 10%

(58) Form 54 attached

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Incl #14 sister

DESCRIPTION OF ACCIDENT

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

On 9 March 1945 at 0900 hours B-24 H, 41-28697~~WW~~ returned to Station 123 from routine weather flight in Assembly area. Light cross wind was encountered on landing but Pilot states he had no trouble and touched down well within the first third of R/W. Right brake pedal broke when brakes were first applied causing plane to turn off R/W to the left. There seemed to be some confusion in the cockpit as to what had happened, the Pilot was unable to get the Co-Pilot on the controls until the plane was well off the R/W. Right brake was locked, about 110 feet before the left but due to the wet grass the brakes gave no directional control and the plane skidded side ways about 350 feet before hitting a hardstanding at which point the landing gear was sheared off and the plane was damaged beyond economical repair.

The accident committee fully realizes the critical period existing at time of landing and the confusion that could be caused by the loss of one brake at this time, however, there was no effort made by either the Pilot or Co-Pilot to maintain directional control by the application of power on No. 1 and No. 2 engines.

The Pilot, Lt CHENEY is Co-Pilot on an operational crew with 30 missions and about 420 hours B-24 time as Co-Pilot. Lt GIBBERT is a qualified first pilot going through pre-operational training.

Pilot Error= 90%

Material Failure=10%

RECOMMENDATION: None.

Allen F. Herzberg
ALLEN F. HERZBERG,
Colonel, Air Corps,
President.

James A. Hogg
JAMES A. HOGG,
Lt. Col., Air Corps.

Rolland H. True
ROLLAND H. TRUE,
Major, Air Corps.

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S T A T E M E N T

of

2d Lieutenant WILLIAM B. CHENEY, JR, Pilot, 753d Bombardment Squadron, 458th Bombardment Group (H), AAF 123, APO 558.

"I returned to the field in the assembly ship on 9th March 1945 and entered a normal traffic pattern at 1400 feet, airspeed 150. Turned on approach and started descent. Touched down near end of runway and ballooned slightly. Last airspeed that I heard engineer call out was 125. When the plane settled to the ground there was about 5 degrees crab to the left. The plane was edging near the side of the R/W. I tried to kick out crab with rudder without success. I applied right brake and the brake pedal snapped off. My right foot slipped up and over the pedal. I yelled to Lt Gilbert to get on the brake because mine was broken. At first he did not understand what was wrong. By the time he applied brakes we were well off the R/W headed about 10 degrees from R/W 05. Marks in the dirt show that right brake was applied about 100 feet before the left brake. Marks showed that both wheels were locked and sliding on damp grass. The track of the nose wheel was in the center of the wheels when the plane left the R/W, but as the plane moved on the nose wheel track came closer to left wheel track. The course of the plane was in a straight line from the R/W to an old dispersal area about 150 feet from where the airplane came to rest. When the planes left wheel hit the pavement of the dispersal area the course of the plane was altered due to the increased friction on the left side. The plane turned sideways and both main gear snapped off.

William B Cheney Jr.
WILLIAM B. CHENEY, JR,
2d Lt, AIR CORPS

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FLYING CONTROL
AAF 123 APO 558

9 MARCH 1945

ACCIDENT STATEMENT

AT APPROXIMATELY 0900 HOURS THIS DATE, B-²⁴, 697 "Z",
754TH. SQDN., PILOT LT. CHENEY, LANDED ON R/W 05. THE A/C
LANDED HARD AS IT HAD LEVELED OFF SEVERAL FEET ABOVE THE
GROUND. THE A/C ROLLED DOWN THE R/W, APPARENTLY O.K., BUT
SUDDENLY SWUNG OFF ONTO THE DIRT JUST NORTH OF THE INTER-
SECTION OF R/W 05 AND 28. BOTH LANDING GEARS WERE BROKEN
OFF AND CONSIDERABLE DAMAGE DONE TO THE A/C. NO ONE WAS
INJURED.

WEATHER: NW AT 10 M.P.H. ; VIZ: 7 MILES.

Raymond M. Eldridge
RAYMOND M. ELDRIDGE
1ST. LT., AIR CORPS
FLYING CONTROL OFFICER

COPY:
FORM 14 (GROUP OPERATIONS)
FILE

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UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for Information on Proper Use of this Form)

LEAVE BLANK

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

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
45-369	10 Mar 45

STATION 123 190 558		ORGANIZATION 754th Bomb Sq 458th Bomb Gp (H)	
SUBJECT OF REPORT Property Class—Name 01-A Aircraft	Manufacturer Douglas	AAF Order or Shipping No. UNKNOWN	
AIRCRAFT—Model & AAF Serial No. B-24-D BT-10 41-28697		ENGINE—Model & AAF Serial No. R-1830-43 (No's at bottom)	UNIT OR ACCESSORY—Type, Model and Serial No.
AIRCRAFT REPORTS ONLY LAST D. I. R.—Depot NOK	Date 9 Mar 45	Flying Time Since	Total Flying Time 743.35
ENGINE REPORTS ONLY LAST OVERHAUL—Depot	Hours Since	Depots and Hours At Each Previous Overhaul	
PART Name Link assembly break linkage	Part Drawing, Serial and Specification No. 3200 60		
Time In Use	Quantity on Hand	Quantity Known Defective	No. Previous Failures
			Manufacturer
			Inspector's No. or Identification
Indicate by "X" Disposition of Exhibit	<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent Under Separate Cover
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/> Sent in Attached Package
			<input type="checkbox"/> Repaired and Returned to Service
			<input checked="" type="checkbox"/> Disposed of (Explain Below.)
			<input type="checkbox"/> To Overhaul Facility (INITIALS)

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

EXPEDITE

- The linkage between the ball crank and the lever arm on the pilots right brake peddle broke when pressure was applied while the airplane was landing. The airplane swerved to the left and went off of the runway on to rough ground which caused the landing gear to collapse. Airplane has been classed as salvage.
- probable cause; The cause of this failure was probably defective material in the broken linkage.
- recommendations; None
- Disposition; Subject airplane has been turned over to the 469th Sub-Depot for salvage.

Aircraft engine Numbers; #1 CP-307515 262,35
#2 BP-445265 239,05
#3 42-91092 727,25
#4 CP-327270 329,25

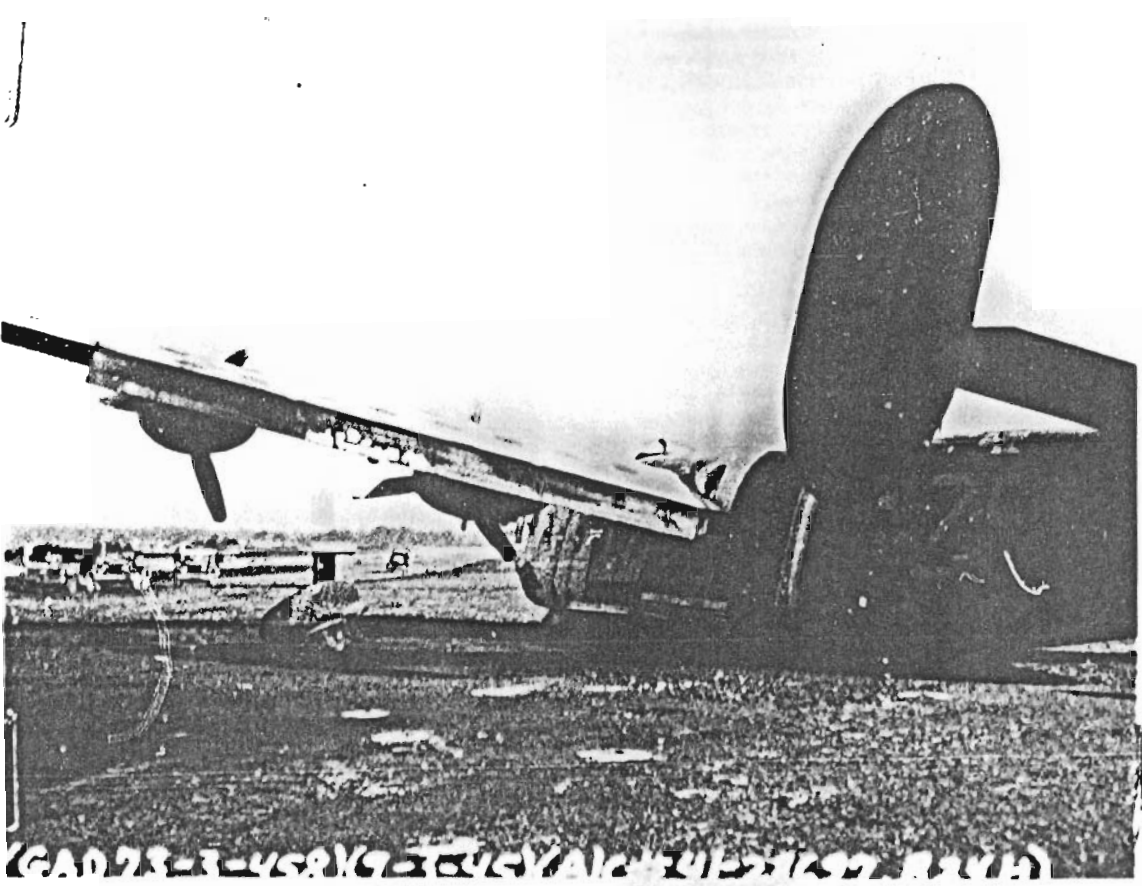
For the Squadron Commander;

Walter B. Patterson
WALTER B. PATTERSON,
CAPT. AC,
KNO O.

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ROUTING

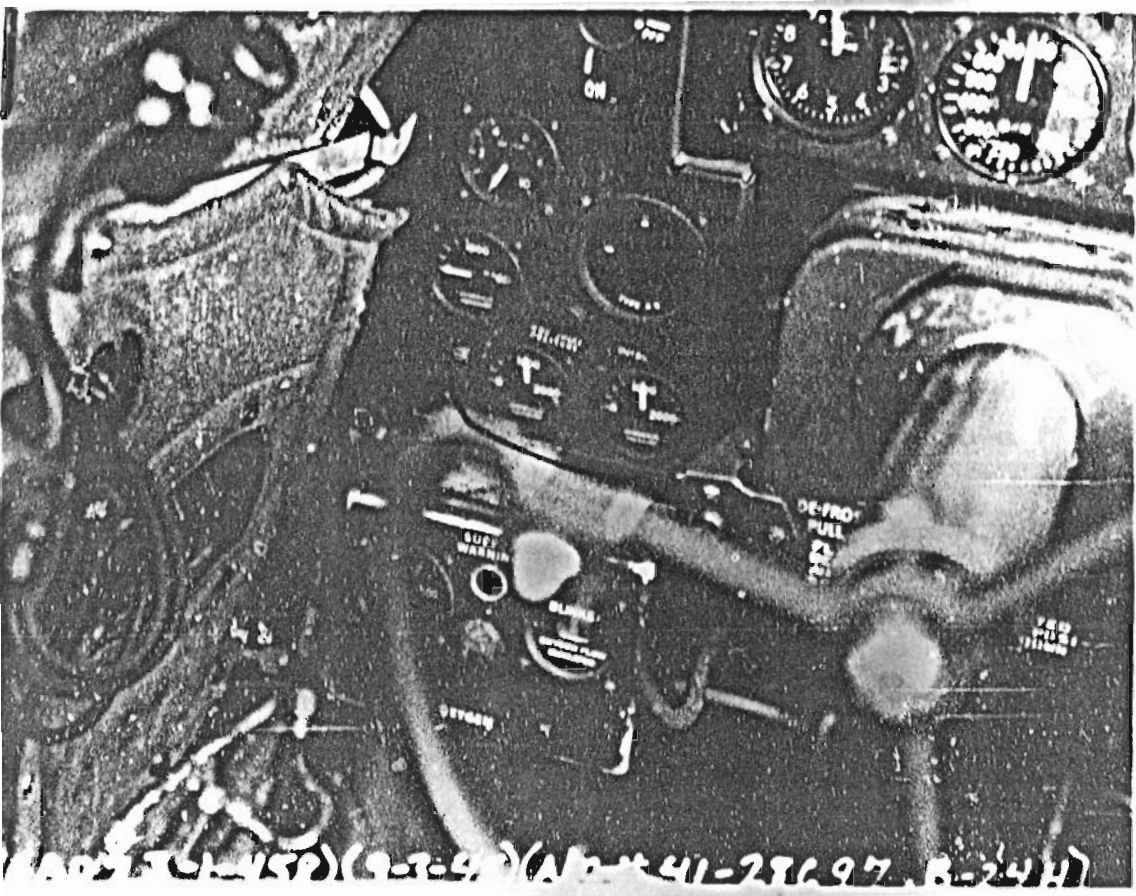
SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.



(GAD 73-3-45819-345/AIC#41-21197 B24H)



(66073-6-45)(2-3-45)(A/C# 41-28697)



(A02341459)(9-3-57)(A02341-29697-B-24H)