

Accident # 44-579-76

Date 6-5

Checked by BPA

Analyzed by \_\_\_\_\_

Copied for Wright  
Field by \_\_\_\_\_

Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1225:9-43

(Co-Pilot)

~~XXXXXXXXXXXXXXXXXXXX~~

(20) Willis Frank W. (21) 0-714810 (22) 2nd Lt. (23) AUS (24) Air Fcs  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

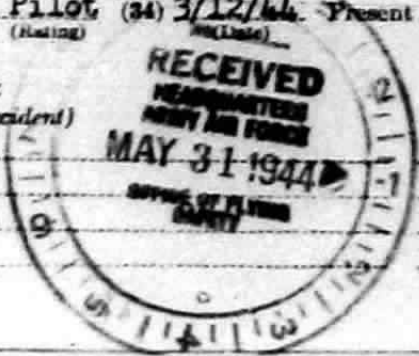
Assigned (25) 2AF (26) 233rd CCTS (27) Training Section II (28) Davis-Monthan Fld.  
(Command and Air Force) (Group) (Squadron) (Station)  
Tucson, Arizona

Attached for flying (29) 2AF (30) 233rd CCTS (31) Training Section II (32) Davis-Monthan Fld.  
(Command and Air Force) (Group) (Squadron) (Station)  
Tucson, Arizona

Original rating (33) Pilot (34) 3/12/44 Present rating (35) Pilot (36) 3/12/44 Instrument rating (37) None  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:  
(at the time of this accident)

(38) This type	None	(42) Instrument time last 6 months	20:20
(39) This model	None	(43) Instrument time last 30 days	None
(40) Last 90 days	None	(44) Night time last 6 months	18:15
(41) Total	333:35	(45) Night time last 30 days	12:15



AIRCRAFT DAMAGE

DAVIS-MONTHAN FIELD  
WAR DEPARTMENT  
U. S. ARMY AIR FORCES

ACCIDENT No. 44-517-10

REPORT OF AIRCRAFT ACCIDENT

On Runway 30, Davis-Monthan Field.

(1) Place Tucson, Arizona (2) Date 5/19/44 (3) Time 1750 MWT  
 AIRCRAFT: (4) Type and model B-24J (5) A. F. No. 42-64163 (6) Station Davis-Monthan Fld, Tucson,  
 Organization: (7) Bombardment (8) 233rd C.C.T.S. (9) --- Arizona  
 (Command and Air Force) (Group) (Squadron)

(2AF)

PERSONNEL BH

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	Klein, Edward E.	P	0-705708	2nd Lt.	AUS	Air Fcs	2AF	None	None
CP	Willis, Frank W.	P	0-714810	2nd Lt.	AUS	Air Fcs	2AF	None	None
N	Fisher, Virgil H.	N	0-719046	2nd Lt.	AUS	Air Fcs	2AF	None	None
B	Kaitlin, Elliott (NMI)	B	T-125613	P/O	AUS	Air Fcs	2AF	None	None
R	Cosgriff, Robert L.	R	32170315	Cpl.	AUS	Air Fcs	2AF	None	None
E	Shelton, Robert E.	E	33648017	Cpl.	AUS	Air Fcs	2AF	None	None
AE	Steels, Carmi J.	E	39551712	Sgt.	AUS	Air Fcs	2AF	None	None
AR	Pilcher, James E.	R	17151373	Pfc.	AUS	Air Fcs	2AF	None	None
AG	Abernathy, Odus R.	G	34775962	Cpl.	AUS	Air Fcs	2AF	None	None
G	Costage, George (NMI)	G	36584855	Pfc.	AUS	Air Fcs	2AF	None	None
IG	Jacobi, Peter G.	G	32387340	Sgt.	AUS	Air Fcs	2AF	None	None

(PILOT)

(20) Klein, Edward E. (21) 0-705708 (22) 2nd Lt. (23) AUS (24) Air Fcs  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 2AF (26) 233rd CCTS (27) Training Section II (28) Davis-Monthan Fld,  
 (Command and Air Force) (Group) (Squadron) (Station)  
Tucson, Arizona  
 Attached for flying (29) 2AF (30) 233rd CCTS (31) Training Section II (32) Davis-Monthan Fld,  
 (Command and Air Force) (Group) (Squadron) (Station)  
Tucson, Arizona  
 Original rating (33) Pilot (34) 1/7/44 Present rating (35) Pilot (36) 1/7/44 Instrument rating (37) 4/22/44  
 (Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type 40:05 (42) Instrument time last 6 months 53:40  
 (39) This model 40:05 (43) Instrument time last 30 days 13:15  
 (40) Last 90 days 40:05 (44) Night time last 6 months 56:00  
 (41) Total 462:50 (45) Night time last 30 days 6:45

AIRCRAFT DAMAGE NF

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 1</u>	Underside of fuselage from Station 0.1 to Station
(47) Engine(s)	4.0. Skin on underside of fuselage from Station
(48) Propeller(s)	7.4 to Station 10.0.

(50) Weather at the time of accident Sky Condition - Clear  
Visibility - Unrestricted  
Surface Winds - WNW 12 Mi/hr

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from Davis-Monthan Fld. (53) To Davis-Monthan Fld. (54) Kind of clearance Local - Contact

(55) Pilot's mission Training, High Altitude and Camera Gunnery

(56) Nature of accident Landing accident.

(57) Cause of accident Nose wheel not extended upon landing with #1 engine feathered.

(58) Has Para No. 54 been submitted? No

## DESCRIPTION OF ACCIDENT

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

### NARRATIVE OF ACCIDENT:

On 19 May 1944, at approximately 1745 MWT, the pilot of a B-24J type aircraft, Serial No. 42-64163, came in for an emergency landing with his #1 engine feathered. His return to the area of the field with one motor out was normal as was his traffic pattern. However, he did not start to get his gear down until he had rolled onto his base leg. The main wheels came down and locked but the nose wheel, although it had started down, stopped when the nose wheel strut was partially extended. The tower advised the pilot that the nose wheel was not down and for him to go around. However, the pilot could not accomplish this and, as he could neither gain altitude nor maintain a straight course, he decided to land; making a crash landing to the left of the runway, damaging the lower part of the nose section of the airplane and the skin of the lower rear of the fuselage.


### STATEMENT OF RESPONSIBILITY:

The fact that one engine was out is only considered to be a contributing cause to the accident. The pilot handled the airplane well on three engines and used good judgment after he found he could not gain altitude in making a landing when he could still do it safely. There was no indication that there was any fault in the hydraulic system and investigation has shown that both the nose wheel and tail skid started down. It is the opinion of the Accident Investigating Officer that the accident was caused by the pilot putting his flap lever in the DOWN position before giving the nose gear time to be fully extended. Full responsibility for the accident rests on the pilot whose technique was in error.

### RECOMMENDATIONS:

That all pilots of B-24 type aircraft be especially instructed regarding the inability of the hydraulic system to do more than one thing at a time.

Signature

  
DAVID E. BAKER  
Captain, Air Corps  
Aircraft Accident Investigating  
Officer

26 May 1944

5/19/44

Davis-Monthan Field

233 C.C.T.S.

B-24J

DATE

STATION

GROUP NO. AND TYPE

AIRCRAFT MODEL

Robert E. Shelton

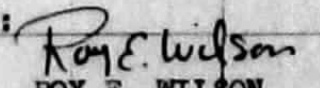
"B" Flight

42-64163

AERIAL ENGINEER

SQUADRON NO. AND TYPE

AIRCRAFT SERIAL NO.

MEMS CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION		USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA		
	1	2		3	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	8
18	KLEIN, EDWARD E., 2nd Lt.	0-705708	G-II	P	I	2	50	:	:	:	:	FROM	LOCAL	15 : 00
18	WILLIS, FRANK W, 2nd Lt.	0-714810	G-II	CP	I	2	50	:	:	:	:	TO		17 : 50
18	FISHER, VIRGIL H, 2nd Lt.	0-719046	G-II	N		2	50	:	:	:	:	MISSION	T	NO. OF LANDINGS 1 2 : 50
18	KAITLIN, ELLIOT (NMI) F/O	T-125613	G-II	B		2	50	:	:	:	:	FROM		
38	COSGRIFF, ROBERT L. CPL.	32170315	G-II	R		2	50	:	:	:	:	TO		
38	SHELTON, ROBERT E. CPL	33648017	G-II	E		2	50	:	:	:	:	MISSION		NO. OF LANDINGS
38	Steele, Carmi J. Sgt.	39557712	G-II	A	E	2	50	:	:	:	:	FROM		
38	Pilcher, James E. PFC.	17151373	G-II	AR		2	50	:	:	:	:	TO		
38	Abernathy, Odus R. CPL	34775962	G-II	AG		2	50	:	:	:	:	MISSION		NO. OF LANDINGS
38	Costage, Geo. PFC	36584855	G-II	G		2	50	:	:	:	:	FROM		
38	Jacobi, Peter G. Sgt.	32387340		IG		2	50	:	:	:	:	TO		
SECTION II														
FLIGHT "A"														
A TRUE COPY:														
 ROY E. WILSON 2nd Lt., Air Corps														

FLIGHT REPORT - OPERATIONS

CHECKED:  
LEGIBLE AND  
CORRECT
 OPEN  
 FLOWN
TRANSCRIBED  
TOTAL FLIGHT  
TIME ENTERED  
ON FORM 1A
 CREW  
 CHIEF
TOTAL  
FLIGHT  
TIME

2 : 50

FLIGHT REPORT - ENGINEERING

01-5-104/F

INSPECTION STATUS

01-5-50

	DATE OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT	5/19/44	F	Davis-Monthan
DAILY	5/19/44	F	Davis-Monthan
03-25B-11 25 HOURS	452:20		
50 HOURS	452:20		
100 HOURS	502:20		
Sumps	daily	F	Davis-Monthan

SERVICING AT STATION OF TAKE-OFF  
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
	SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
			SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	
1ST	0	2200	0	128	0	128	0	128	0	128	
2ND	1075	2200	0	128	0	128	0	128	0	128	
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	S	Stoddard	D. M. F.
GUNNERY	RED	Stoddard	D. M. F.
CHEMICAL			
COMMUNICATIONS	W	Wallace	
PHOTOGRAPHING			
NAVIGATION			
Oxygen	350	F	Davis-Monthan
Bat.	1250	F	Davis-Monthan

STATUS TODAY

1	2
3	4

EXPLANATION: Bombardier's Window cracked

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT Officer C. N. Johnson

REMARKS, PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

Radio preflight 5/19/44 Sgt Wallace  
T. O. 01-5E-89 N. C/W on Waist Gun Mounts - Cpl. Stoddard -  
Martin guns removed for checking  
#1 & 2 Turbos erratic at high altitude, new belt feed for  
tail turret, solenoid out on Martin turret - H. C. Mortenson  
2nd Lt. A. G.  
Belt feed lever replaced on Rt Tail gun T/Sgt Ferrill  
Martin Guns installed. Pfc. Wiley  
Left Tail Gun removed for repair Pfc. Wiley

AIRCRAFT AND ENGINE TIME RECORD  
(ENTER IN HOURS AND MINUTES)

ENGINE	NO 1	NO 2	NO 3	NO 4
HOURS TO DATE	306:30	88:00	22:00	22:00
HOURS TODAY				
TOTAL OIL CHANGE DUE	E. C.	E. C.	E. C.	E. C.
CUMULATIVE CLEANING DUE	daily			
HOURS TO DATE	445:55			
HOURS TODAY				
TOTAL				

Balance Line #1 & #2 Engines Cleaned Pfc Kesselman  
Left tail gun replaced S/Sgt. Hebenstreit Solenoid out  
on left tail gun S/Sgt Hebenstreit  
Tuning handle missing 2690 5/19/44  
in Navigators Compartment Cpl Cosgriff

#1 Service by	Foda	5.25
#2 Service by		
#3 Service by		
#4 Service by		
#5 Service by		

I certify that the above is a true copy of Form 1-A, 19 May 1944 for Airplane

42-64163. HERMAN W. PENROD, 1st Lt., Air Corps, Engineering Officer.

AIRCRAFT DATA

AIRCRAFT ORG DATA

TOTAL FLIGHT TIME	42-64163	42-64163	233rd C. C. T. S.	2nd A. P.	5-19-44
42-64163	B-24-N	B-24-N	31-1	Davis-Monthan	
42-64163	A. A. F.	A. A. F.		T/Sgt. Foreman	
B-1830-65					
42-67724					
42-93144					
E. F. 43-6751					

TRAINING SECTION TWO  
Office of the Commanding Officer  
Davis-Monthan Field

Tucson, Arizona,  
20 May 1944.

SUBJECT: Statement of 2nd Lt Edward E. Klein, Pilot of Airplane  
#42-64163, during accident on 19 May 1944.

TO : Base Operations, Davis-Monthan Field, Arizona.

1. While flying plane #31 in a six-ship formation over Red Rock number one prop ran away. I notified an instructor pilot in the formation of the trouble, broke away from the formation and started back for Davis-Monthan Field. On the way back to the field I tried to bring the prop back into range with the prop toggle switch and the feathering button but this proved unsuccessful. At approximately 8,500 feet over the field I notified the tower of our trouble and asked for landing instructions. We were to use right hand traffic on runway 260. At 5,000 feet I put the gear down and turned on base leg. While on downwind leg I feathered number one engine, cut off the fuel and switches. While on base leg I visually checked main gear down and turned onto final approach.

2. I then put down full flaps and was making a power off approach as not to overshoot the runway. At approximately 20 to 30 feet above the ground the tower advised me to pull up and go around. At the same time the engineer notified me the nose gear was not fully extended and that he had tried to manually dump the gear out but was unable to do so. I then gave full throttle to number 2, 3 and 4 engines. I then had half flaps retracted and tried a go around. I could not gain airspeed and continued to lose altitude. The plane also started a slow turn to the left. Realizing I couldn't make a pull-up I retarded the throttles and made a tail-low landing. I held the nose off the ground as long as possible. When the nose came to the ground and we were stopping, I had all the switches cut and immediately got all crew members out of the plane. The fire and crash cars were at the scene as soon as the plane had come to a halt. No one was injured.

*Edward E. Klein*

EDWARD E. KLEIN,  
2nd Lt, Air Corps,  
O-705708  
Pilot, Crew #823.

RESTRICTED

TRAINING SECTION TWO  
Office of the Commanding Officer  
Davis-Monthan Field

Tucson, Arizona,  
20 May 1944.

SUBJECT: Statement of 2nd Lt Frank W. Willis, Co-pilot of Airplane  
#42-64163, during accident on 19 May 1944.

TO : Base Operations, Davis-Monthan Field, Arizona.

1. Number one prop ran away while we were in formation reaching an excess of 3500 RPM's. After breaking away from the formation, we attempted to bring it under control but were unable to do so. Upon reaching the field we were cleared to land. The gear handle was placed in the down position on the base leg, and the engineer went back to check. He had not returned when we turned on the final approach, but a visual check by the pilot and myself showed the main gear to be down and the indicator light on.

2. As we were rounding out for the landing, the tower notified us the nose wheel was up, and the engineer returned at about that time also. The pilot opened the throttles to go around, and the ship began to veer to the left. We gave the plane full right rudder and I started bringing up the flaps. But the ship continued to turn left with no increase in air-speed or altitude. To prevent the wing tip from digging in the pilot was forced to cut the throttles and crash land the plane.

*Frank W. Willis*  
FRANK W. WILLIS,  
2nd Lt, Air Corps,  
O-714810  
Co-pilot, Crew 4823.

RESTRICTED



TRAINING SECTION TWO  
Office of the Commanding Officer  
Davis-Monthan Field

Tucson, Arizona,  
20 May 1944.

SUBJECT: Statement of 2nd Lt Virgil L. Fisher, O-709046, Navigator of  
Airplane #42-64163 during accident on 19 May 1944.

TO : Base Operations, Davis-Monthan Field, Arizona.

1. While in formation over Red Rock, Arizona, the No. 1 engine went wild and about pulled us into the lead ship. We then headed back and came in for a landing with No. 1 engine feathered. In order to keep up the airspeed, the pilot waited until turning on the base leg to let the gear down. The engineer checked the main gear, and then the nose gear and attempted to kick it down. Before he could tell the pilot, the tower told him to pull up. It seemed that there wasn't enough power to gain altitude, it just pulled to the left.

2. We were headed toward American Airlines and when we couldn't gain altitude, the pilot set it down while still on the field. He held the tail down as long as possible, but finally the nose came over, and the plane stopped. It all happened in about a minute.

*Virgil L. Fisher*

VERGIL L. FISHER,  
2nd Lt, Air Corps,  
Navigator, Crew 4223.

RESTRICTED

TRAINING SECTION TWO  
Office of the Commanding Officer  
Davis-Monthan Field

Tucson, Arizona  
20 May 1944.

SUBJECT: Statement of F/O ELLIOT KAITLIN, T125613, Bombardier, Airplane  
No. 42-64163, during accident on 19 May 1944.

TO: Base Operations, Davis-Monthan Field, Tucson, Arizona.

1. The pilot had to feather the propeller on No. 1 engine, because it began to run away. We approached for a landing and to maintain his air speed, the pilot kept the wheels up until his turn on the base leg. After letting the wheels down the engineer went to check the wheels and put the clamp on the nose wheel. Out airspeed was approximately 130 miles per hour. Between 20 and 30 feet from the ground the pilot tried to pull the ship off into the air again because the nose wheel had failed to come down, but because of the loss in air speed, the plane would not pull off into the air.

2. We hit to the left of the runway and the plane began veering off to the left. The pilot pulled back on the wheel and held the nose of the ship in the air to lose speed. During this time we were still turning to our left and skidding on the tail skid and the main gear. The plane finally lost speed and fell forward on its nose. No one was hurt.

*Elliot Kaitlin*

ELLIOT KAITLIN,  
F/O, Air Corps,  
Bombardier, Crew  
No. 4823.

*Elliot Kaitlin*

RESTRICTED

TRAINING SECTION TWO  
Office of the Commanding Officer  
Davis-Monthan Field

Tucson, Arizona,  
20 May 1944.

SUBJECT: Statement of Cpl Robert E. Shelton, Engineer of Airplane  
#42-64163, during accident on 19 May 1944.

TO : Base Operations, Davis-Monthan Field, Arizona.

1. We were flying formation when #1 prop ran away. The tachometer went all the way around to the stop. We feathered the engine, but tried to bring it back into use all the way to the field, by use of the feathering button and toggle switch, but it failed to respond. We called the tower and told them our trouble; they instructed us to land on runway #260. We put our landing gear down on the base leg, I went aft to check the Main Landing gear, which was down. I then went forward to check the nose gear, but it was still in the up position. The nose wheel doors were opened and I noticed that we didn't have time to kick the nose wheel out as we didn't have very much altitude. I started up to inform the pilot about it. At this time the tower radioed him that it was still up and to go around again. We gunned the engines but saw we couldn't make it. So we set it down to the left side of the runway in the dirt. We landed, but the ground was rough and bumpy, which made the tail of the ship bounce too high and threw it over on the nose.

*Robert E. Shelton*

ROBERT E. SHELTON,  
33648017, Corporal  
Engineer, Crew 4823.

RESTRICTED

May 20, 1944

Statement Regarding Army 42-64163

Army field number 31 called over the field at approximately 1740M and advised his #1 propeller was feathered and requested landing information. Army 31 was cleared to land on runway 26. On final approach as the aircraft crossed the airport boundary the Controller and the Control Officer both noticed that the nose wheel was not in the down position. The Control Officer through the Controller requested Army 31 to 'go around' which was acknowledged. However, the aircraft continued on and landed in the dirt off of the runway on the south side, at 1748M. The crash equipment was called at 1740M and was standing by.

*David H. Carey*

David H. Carey  
Controller on Duty

HEADQUARTERS 233RD COMBAT CREW TRAINING SCHOOL HB/jr/CCT  
OFFICE OF THE AIR INSPECTOR  
(TECHNICAL SECTION)  
Davis-Monthan Field

Tucson, Arizona  
23 May 1944

SUBJECT: Report of Damaged Consolidated B-24J Airplane, A. C. #42-64163  
of the 233rd AAF Base Unit (CCTS (H) ), Davis-Monthan Field,  
Tucson, Arizona.

TO : Station Commandant, 233rd Combat Crew Training School, Davis-  
Monthan Field, Tucson, Arizona.

THRU : Station Operations Officer.

1. The above airplane was damaged making a landing without the  
nose wheel extended on by-runway thirty (30), Davis-Monthan Field, Tucson,  
Arizona, 19 May 1944, at 1750 MWT.

2. The following parts were damaged:

a. Underside of fuselage from Station 0.1 to Station 4.0.

b. Skin on under side of fuselage from Station 7.4 to  
Station 10.0.

3. Inspection of engine #1 governor revealed that the resistor  
clip was broken off and was laying on the governor brake. After the  
resistor clip was removed the governor operated normally.

a. After the landing, the nose wheel was jammed and could  
not be checked for operation. In checking the hydraulic system no cause  
for malfunctioning could be found. From all indications of the ground  
marks and from the appearance of the airplane after the landing, the nose  
gear and tail skid had started to extend, then stopped.

4. During normal operation of the landing gear on a B-24 airplane  
the nose wheel and tail skid are the last to extend. If the hydraulic  
system is used to operate some other mechanism before the landing gear  
is completely down, the landing gear will stop in place until rest of the  
hydraulic system is placed in the neutral position.

a. Failure of the above nose wheel to extend could have been  
caused by the pilot starting to lower the flaps before the nose wheel was  
extended, and not having them in the neutral position long enough to lower  
the nose wheel before it hit the ground.

RESTRICTED

Report, Damaged B-1 J, #42-64163 - (cont'd)

For the Air Inspector.

*C. C. Townsend*  
C. C. TOWNSEND,  
1st Lt., Air Corps,  
Technical Air Inspector.

RESTRICTED

A. PERSONNEL

I. Pilot History

1. Name Klein Edward E.  
 (Last Name) (First Name) (Middle Initial)

2. Rank 2nd Lt. 3. Rating Pilot

4. Organization: Training Section II 233rd C.C.T.S.  
 (Squadron) (Group)

5. Duty Pilot 6. Mission Training, High Altitude & Camera Gunnery

7. Hours: Total 462:50 8. This Type 181:45 9. This Model 181:45

II. Crew Pilot: 40:05 Co-Pilot: 141:40

Name	Rank	Duty	Injury
<u>Klein, Edward E.</u>	<u>2nd Lt.</u>	<u>Pilot</u>	<u>None</u>
<u>Willis, Frank W.</u>	<u>2nd Lt.</u>	<u>Co-Pilot</u>	<u>None</u>
<u>Fisher, Virgil H.</u>	<u>2nd Lt.</u>	<u>Navigator</u>	<u>None</u>
<u>Kaitlin, Elliott (NMI)</u>	<u>F/O</u>	<u>Bombardier</u>	<u>None</u>
<u>Cosgriff, Robert L.</u>	<u>Cpl.</u>	<u>Radio Oper.</u>	<u>None</u>
<u>Shelton, Robert E.</u>	<u>Cpl.</u>	<u>Engineer</u>	<u>None</u>
<u>Steele, Carol J.</u>	<u>Sgt.</u>	<u>Aerial Engineer</u>	<u>None</u>
<u>Pilcher, James E.</u>	<u>Pfc.</u>	<u>Ass't Radio Opr.</u>	<u>None</u>
<u>Abernathy, Odus R.</u>	<u>Cpl.</u>	<u>Ass't Gunner</u>	<u>None</u>
<u>Costaga, George (NMI)</u>	<u>Pfc.</u>	<u>Gunner</u>	<u>None</u>
<u>Jacobi, Peter G.</u>	<u>Sgt.</u>	<u>Inst's Gunner</u>	<u>None</u>

III. If home station, check the following:

1. Maintenance Form OK
2. Pilot's remarks on Form 1A See attached Form No. 1A
3. Unusual condition of airplane None

IV. Duration of Flight 2:50 v. Type of Clearance Local - Contact

B. AT THE CC'DY'S:

1. Sketch-(Path of airplane, position of parts, etc. Distances should be measured in certain cases).

RESTRICTED

II. Weather at ( ) time and place of accident CAVITY

III. Terrain (Description if pertinent to accident) \_\_\_\_\_  
(Not pertinent)

C. THE AIRPLANE

I. Check the position of:

- |                                 |  |
|---------------------------------|--|
| (1) Switches (Ignition)         | <u>Off</u>                                   |
| (2) Fuel Valves                 | <u>Off</u>                                   |
| (3) Throttle                    | <u>Open</u>                                  |
| (4) Mixture                     | <u>Idle cut-off</u>                          |
| (5) Prop Controls               | <u>Full High RPM</u>                         |
| (6) Feathering Controls         | <u>#1 Feathered, #2, #3 &amp; #4 Neutral</u> |
| (7) Wheel Retracting Controls   | <u>Neutral</u>                               |
| (8) Flap Retracting Controls    | <u>Neutral</u>                               |
| (9) Trim Tab Controls           | <u>Normal</u>                                |
| (10) Supercharger Controls      | <u>Off</u>                                   |
| (11) Automatic Pilot Controls   | <u>Off</u>                                   |
| (12) De-Icer Controls           | <u>Off</u>                                   |
| (13) Fire Extinguisher Controls | <u>Off</u>                                   |
| (14) Carb. Air Heat Control     | <u>Off</u>                                   |
| (15) Cockpit Heat Controls      | <u>Off</u>                                   |
| (16) Control Lock Controls      | <u>Off</u>                                   |
| (17) Parking Brake Controls     | <u>Off</u>                                   |
| (18) Stick                      | <u>Neutral</u>                               |
| (19) Rudder                     | <u>Neutral</u>                               |
| (20) Wheels                     | <u>Down</u>                                  |
| (21) Flaps                      | <u>Up</u>                                    |
| (22) Shutter Controls           | <u>Open</u>                                  |
| (23) Engine Cool Flap Controls  | <u>Open</u>                                  |
| (24) Primer Controls            | <u>Off</u>                                   |
| (25) Oil Dilution Controls      | <u>Off</u>                                   |

II. Check the reading of: **18:10 MWT**

- |                            |           |
|----------------------------|-----------|
| (1) Clock                  | _____     |
| (2) Electrical Instruments | <u>OK</u> |
| (3) Engine Instruments     | <u>OK</u> |
| (4) Flight Instruments     | <u>OK</u> |
| (5) Fuel Gauges            | <u>OK</u> |

III. CHECK FOR PROBLEMS RELYING TO, OF CONTROL OBS.  
BILL WALKER, JOHN WALKER, CAROL WALKER TO., POY

- |               |           |
|---------------|-----------|
| (1) [unclear] | <u>OK</u> |
| (2) [unclear] | <u>OK</u> |
| (3) [unclear] | <u>OK</u> |
| (4) [unclear] | <u>OK</u> |
| (5) [unclear] | <u>OK</u> |
| (6) [unclear] | <u>OK</u> |



- (7) Supercharger OK
- (8) Automatic Pilot OFF
- (9) Brakes OFF
- (10) Landing Gear Retracting Mechanism OK
- (11) Flap Retracting Mechanism OK
- Nose (12) ~~cock~~ Wheel Retracting Mechanism OK
- (13) Dual Controls Retracting Mechanism OK

IV. Check

- (1) amount of fuel in tanks 2200 Gals.
- (2) Safety belts OK
- (3) amount of oil in tanks 512 Qts. or 128 Qts to each engine.
- (4) AF Form No. 1 for any entries See attached Form No. 1
- (5) Parachutes any evidence of attempted use None
- (6) Flares None

V. Check all control surfaces for freedom of movement and for presence of foreign objects which might have caused sticking or locking.

- (1) Elevators OK
- (2) Ailerons OK
- (3) Rudder OK

Check to see if there are any parts of the airplane missing.

None

VI. Check loading of the airplane—amount and distribution.

Normal, crew of eleven (11) men aboard.

VII. Check to see if there is any evidence of structural failure. (Structural failures should be checked for flaws, corrosion, bad weld, etc.)

None

VIII. Is there any evidence of fire (how and where did it start?)

No

IX. Check AF Form No. 1 for entries which might have indicated an unusual condition of the airplane or equipment.

See attached Form No. 1

X. Was the main information chart in the airplane? Yes

XI. Was the "No. 1" in the airplane? Yes

RESTRICTED

XII. Has there any evidence pointing to sabotage? Assume the existence of sabotage until proven otherwise. No

7. THE ENGINE

I. Check for evidence of structural failure. None

II. Are there any parts missing? No

III. Turn engine over by hand to check for freedom of movement. OK

IV. Check for stoppages in fuel and oil lines. OK

V. Check all screens and strainers for the presence of foreign objects. OK

VI. Check carb. air intake for the presence of foreign objects. OK

VII. Are observations in attempt to determine amount of power at time of accident? Normal landing speed.

VIII. Check carb. for control position and check back against cockpit controls. OK

IX. Check carb. oil cleaner. OK

I. Source of reports from all witnesses. Yes (Crew statements only)

II. Are witnesses qualified to give accurate testimony? (i.e. reliability of witness "Reliable" etc.) Reliable

III. Are there any reports of private property? None

IV. Location of accident area. XXXXX 1632 MWT

V. Are weather reports in locality normal or would teletype (sequence) show irregularities in the particular locality?

Normal

VI. Take photographs when of value. Five (5) Views taken by Base Photo

CHECKED BY

Name /s/ Neale B. Gage

Rank 1st Lt. Air Corps.

Title Airdrome Officer.

A TRUE COPY:

Roy E. Wilson  
ROY E. WILSON  
2nd Lt., A.C.

~~A TRUE COPY:~~

~~Roy E. Wilson  
ROY E. WILSON  
2nd Lt., Air Corps.~~

RESTRICTED

BASE WEATHER STATION  
DAVIS - MONTAN FIELD

Tucson, Arizona  
20 May 1944


SUBJECT: Weather Relative to Airplane Accident.

TO : Base Operations Officer, Davis-Montan Field, Tucson, Arizona.

1. This is to certify that the weather conditions at Davis-Montan Field, Tucson, Arizona, at 1750 MWT 19 May, 1944 were as follows:

- a. Sky Condition ---- Clear.
- b. Visability ---- Unrestricted.
- c. Surface Winds ---- W W 12 mi/hr.

2. This information is submitted relative to the accident involving B-24J Type Airplane, Serial number 42-64163, on Runway 30.

  
CARL L. JONES  
Capt., Air Corps,  
Base Weather Officer.

RESTRICTED

HEADQUARTERS  
DAVIS-MONTHAN FIELD  
OFFICE OF THE COMMANDING OFFICER G/ap/s

In Reply  
Refer To:

360.33

Tucson, Arizona

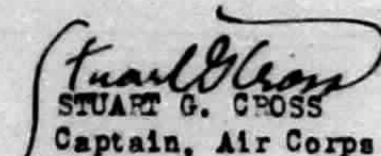
29 May 1944

SUBJECT: Aircraft Accident Report, B-24J No. 42-64163.

TO: Chief, Flying Safety, AAF, Winston-Salem 1, N. C.

Transmitted herewith A.A.F. Form 14, Aircraft Accident Report, on B-24J No. 42-64163, 233rd C.C.T.S., this station, 2nd Lt. Edward E. Klein, pilot, which accident occurred at this station on 19 May 1944.

For the Commanding Officer:

  
STUART G. CROSS  
Captain, Air Corps  
Adjutant

Incl - A.A.F. Form 14  
and allied papers

I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES FOR ACTION AIU  
OFFICE OF FLYING SAFETY FOR INFO DEC SERV  
WINSTON-SALEM, NORTH CAROLINA FOR FILE \_\_\_\_\_

DATE 20 MAY 44

T.W.X.

TELEGRAM

ADM NET

FROM RICH COAB DACISMONTHAN FIELD ARIZ 200315Z  
TO HQ OFFICE OF FLYING SAFETY AAF WINSTON-SALEM, N.C.

TUC E0674 PD PRELIMINARY REPORT OF AIRCRAFT ACCIDENT PD 19 MAY 1944  
CMA TIME COLON 1750 MWT CMA ON RUNWAY 30 CMA DAVIS MONTHAN FIELD CMA  
TUCSON CMA TUCSON CMA ARIZONA PD PILOT COLON KLEIN CMA EDWARD E CMA  
2ND LT COMMA AUS CMA 2AF CMA 233RD AAF BU CCTS DAVIS MONTHANFIELD  
CMA TUCSON CMA ARIZONA PD NATURE COLON LANDING ACCIDENT PJ CAUSE COLON  
NOSE WHEEL NOT EXTENDED UPON LANDING WITH NUMBER ONE ENGINE OUT PD  
PILOT CMA KLEIN CMA EDWARD E CMA 2ND LT CMA AUS CMA 2AF CMA CO DASH  
PILOT CMA WILLIS CMA FRANK W CMA 2ND LT CMA AUS CMA 2AF CMA NAVI GATOR  
CMA FISHER CMA VIRGIL H CMA 2ND LT CMA AUS CMA 2 AF BOMBARDIER CMA  
AITLIN CMA ELLIOT /NMI/ CMA F/O CMA U CMA 2 AF CMA RADIO OPERATOR CMA  
GOSGRIFF CMA  
ROBERT L CMA CORPORAL CMA AUS CMA 2AF ENGINEER CMA SHELTON CMA ROBERT E  
CMA CORPORAL CMA AUS CMA 2AF CMA AERILLEENGINEER CMA STEELE CMA CARM  
K CMA SERGEANT CMA AUS CMA 2AF CMA ASST'T RADIO OPERATOR CMA PILCHER CMA  
JAMES E CMA PFC CMA AUS CMA 2 AF CMA ASST GUNNER CMA ABERNATHY CMA ODUS R

44-5-19-16

44-5-19-16

I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES FOR ACTION \_\_\_\_\_  
OFFICE OF FLYING SAFETY FOR INFO \_\_\_\_\_  
WINSTON-SALEM, NORTH CAROLINA FOR FILE \_\_\_\_\_

DATE \_\_\_\_\_

T.W.X.

TELEGRAM

ADM NET

PAGE T W O

CMA CORPORAL CMA AUS CMA 2 AF CMA GUNNER CMA COSTAGE CMA GEORGE /NMI/ CMA  
PFC CMA AUS CMA 2 AF INSTRUCTOR RUNNER CMA JACOB CMA PETER G CMA SERGEANT  
CMA AUS CMA NO INJURY TO PERSONNEL ABOARD REPEAT NO INJURY TO  
PERSONNEL ABOARD PD MISSION COLON TRAINING CMA HIGH ALTITUDE/CAMERA  
GUNNERY PD WEATHER COLON CAVU NO 42DASH 64163 B DASH 24 J REPEAT 42  
DASH 64163 B DASH 24 J PD 233TD UAF BU CCTS DAIBS MONTHAN FIELD CMA TUCSON  
CMA ARIZONA PD AIRCRAFT DAMAGED FROM STATION 0.1 TO STATION 4.9 PD  
NONE LOCAL AIRCRAFT MAINTENANCE FOR REPAIRS CMA DAVIS MONTHAN FIELD CMA  
TUCSON CMA ARIZONA PD NO DAMAGE TO PRIVATE PROPERTY PD AAFCG NOTIFIED  
PD REPORT GROUP II ACCIDENT PD

END

#3630/RR/0531Z

I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES

FOR ACTION AIU

OFFICE OF FLYING SAFETY

FOR INFO OS

WINSTON-SALEM, NORTH CAROLINA

FOR FILE \_\_\_\_\_

DATE 20 MAY 1944

T.W.X.

TELEGRAM

ADM NET

WS V FS NR 42 D

FROM ESTES AFAFS WASHINGTON DC 202001Z

TO CHIEF AFAFS WINSTON SALEM N C

BRIEF OF AIRCRAFT ACCIDENT NO 7450

A 19 MAY 1944 1750 MWT

B DAVIS MONTHAN FLD TUCSON ARIZ

C 2ND LT E E KLEIN AUS

D 2 AF 233 BASE UNIT DAVIS MONTHAN FLD TUCSON ARIZ

E LANDING ACCIDENT

F SEE DESCRIPTION

G PILOT; COPILOT 2ND LT F W WILLIS; NAVIGATOR 2ND LT VIRGIL H

FISHER; BOMBARDIER F/O E AITLIN; RADIO OPERATOR CPL ROBERT L

COSGRIFF; ENGINEER CPL R E SHELTON; ENGINEER SGT GARM K STEELE;

ASST RADIO OPERATOR PFC JAMES E PILCHEER; ASST GUNNER CPL O

R ABERNATHY; GUNNER PFC G COSTAGE; INSTRUCTOR, GUNNER SGT P G JACOB-

ALL NO INJURY.

H TRAINING HIGH ALTITUDE AND ~~EXERCISE~~ CAMERA GUNNERY

I CAVU

J B-24 42-84163 2 AF 2333BASE UNIT DAVIS MONTHAN FLD TUCSON ARIZ

K MAJOR DAMAGE

L

M NOSE WHEEL NOT EXTENDED UPON LANDING WITH NO 1 ENGINE OUT.

N TELETYPE

#3764/2121Z/BP

259316-01

14-5-17-16