

9
Accident No.

44-3-11-578

Date

Checked by

EW

4-8-44

Analyzed by

[Signature]

4-12-44

Copied for Wright
Field by

Notes

1225:9-43

Accident No.

Pilot's Name

11 Nature Group

Airplane standing

73 Specific Nature

With engines running

82 Underlying Nature

Faulty operation of

aircraft

100⁰ 01 Cause Group

Judgment

13 Specific Cause

Momentary lapse

02 Underlying Cause

mental efficiency
Incorrect decision

Cause Group

Specific Cause

Underlying Cause

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WAR DEPARTMENT
U. S. ARMY AIR FORCE
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. 44-3-11-518

(1) Place AAF STATION 123 (2) Date 11 March 1944 (3) Time 1530
 AIRCRAFT: (4) Type and model B-24 JV 990 (5) A. F. No. 42-100341 (6) Station AAF 123
 Organization: (7) 8th AAF (8) 458th BH (9) 753rd BH 2180
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	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)
P	LAMB, ROBERT ELMER	P	0-438667	1ST LT	01	AC	8TH	NONE	NO
CP	MALLON, DONALD FRANCIS	CP	0-745137	2ND LT	01	AC	8TH	NONE	NO
N	COMI, THOMAS FRANCIS	N	0-092374	2ND LT	01	AC	8TH	NONE	NO
B	LODINGER, NORMAN (NMI)	B	T-121953	F/O	92	AC	8TH	NONE	NO
E	Koch, Louis Francis	E	13113265	T/Sgt	20	AC	8TH	NONE	NO
X	Tirpak, George (NMI)	-	12029404	M/Sgt	20	AC	8TH	NONE	NO

125

CLASSIFICATION OF INFORMATION CONTAINED
RESTRICTED
 TO 04009
 BY AUTHORITY OF JFE DATE 7/9/45

RECEIVED
 HEADQUARTERS
 ARMY AIR FORCE
 APR 9 1944
 OFFICE OF FLYING
 SAFETY
 WASHINGTON - STREET 1100

PILOT CHARACTERISTICS WITH ACCIDENT

(20) LAMB ROBERT E. (21) 0-438667 (22) 1st Lt (23) 01 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th AAF (26) 458th BH (27) 753rd BH (28) AAF 123
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) same (30) same (31) same (32) 2180
 (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... 429.35 (42) Instrument time last 6 months...
 (39) This model... 15.00 (43) Instrument time last 30 days...
 (40) Last 90 days... 159.50 (44) Night time last 6 months...
 (41) Total... 1645.00 (45) Night time last 30 days...
4-12-44

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M-3</u>	Nose wheel strut and nose wheel assembly plus connecting bulk heads.
(47) Engine(s) <u>1 1 1</u>	
(48) Propeller(s) <u>1 1 1</u>	

(50) Weather at the time of accident .5 Low Clouds at 1500' Wind NW 25-30 MPH Temp 48.5°
Visibility 4.5 miles.

(51) Was the pilot flying on instruments at the time of accident _____
 (52) Cleared from AAF 123 2180 (53) To AAF 123 2180 (54) Kind of clearance Contact

(55) Pilot's mission Test Hp

(56) Nature of accident Nose wheel strut collapsed while ship was standing still.

(57) Cause of accident Do to putting excess stress on strut by using too much power on NO. 3 & 4 engines to help hold ship in a cross wind. 100% Pilot's Error.

(58) No. _____
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DESCRIPTION OF ACCIDENT

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

The pilot started engines in hardstand taxied up the perimeter track to take off position. Brakes and throttle were not used excessively during taxiing.

Upon reaching a position just off the runway the ship was stopped and the engines were run up and checked.

After completing run up some power was left on NO. 3 & 4 engines to help hold ship against strong cross wind. The pilot misjudged the amount of power necessary and used an excessive amount causing a side torque to be put on nose wheel strut causing it to collapse. There was no indication of material failure.

It is recommend that while standing still that the aircraft be held only with brakes with no attempt be made to help by using power..

Signature

John A. Hensler
(Investigating Officer)
JOHN A. HENSLE,

Major, Air Corps,

Technical Inspector.

Date 16 March 1944.

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3/12/44
TIME: 1530
MISSION:- Test Hop.

SUBJECT: Pilot's Report of Accident. (B24J Serial No 42-100341)

S T A T E M E N T

At approximately 1530 on 11 March 1944 while awaiting ship in No 1 position to take off and while standing still the nose wheel collapsed.

We started the engines in the normal manner in the hardstand, taxied to a position off runway 280°. After checking engines and awaiting ship ahead to take off the nose wheel collapsed. There was no excessive use of brakes or sharp turns involved that would tend to put a strain on the nose wheel.

Robert E. Lamb
ROBERT E. LAMB,
1st Lt., Air Corps,
Pilot.

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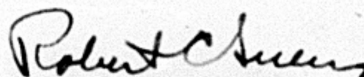
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FLYING CONTROL
AAF 123 APO 634

11 March 1944.

ACCIDENT STATEMENT

B-24-J, 341-A , piloted by Lt. Lamb taxiing at No. 1 take off position on east perimeter had nose wheel collapse. Aircraft created obstruction to runway and rest of formation, was moved by squadron cleatrac. Reason for collapse is unknown.



ROBERT C. SELLERS
1st Lt., A.C.
Flying Control Officer

Copy:
Division Flying Control
Form 14 (group operations)

Pilot concerned
File

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