

Accident No.

15-7-30-512

Date

Checked by

S. B. [unclear] 11-23-49 CR

Analyzed by

[unclear] AR

Copied for Wright

Field by

Notes

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3989:10-10678

**RESTRICTED**

ACCIDENT No. \_\_\_\_\_

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

129 1788  
45-9-30-512

(1) Place AAF Station 376 (2) Date 30 September 1944 (3) Time 1836  
 AIRCRAFT: (4) Type and model B 24 (5) A. F. No. 41-29452 (6) Station AAF 123  
 Organization: (7) VIII (8) 458th (H) (9) 754th (H) (Squadron) 2180  
 (Command and Air Force) (Group)

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	SWARTZ, WILLIAM EDWIN	P	0-701972	1st Lt	18	AC	VIII	None	No
CP	SHERRILL, MARK HORTON	CP	0-757138	2d Lt	18	AC	"	"	"
N	CLACHKO, ADOLPH BERNARD	N	0-712137	2d Lt	18	AC	"	"	YES
E	WAAG, JOHN BERGER	E	39184240	T/Sgt	38	AC	"	"	"
RO	FOLEY, DAVID JOSEPH JR.	RO	11136991	T/Sgt	38	AC	"	"	"
G	WILLIAMS, ROBERT BEACH	G	12098144	Sgt	38	AC	"	"	"

CLASSIFICATION CANCELLED OR CHANGED  
 TO **RESTRICTED**  
 BY AUTHORITY OF CGAAF  
 BY FC A 2-19-46

**PILOT CHARGED WITH ACCIDENT**

(20) SWARTZ WILLIAM E (21) 0-701972 (22) 1st Lt (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) VIII (26) 458th (H) (27) 754th (H) (28) AAF 123  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) \_\_\_\_\_ (30) \_\_\_\_\_ (31) \_\_\_\_\_ (32) 2180  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 5-27-44 Present rating (35) Pilot (36) 29 May 44 Instrument rating (37) \_\_\_\_\_  
 (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS: time 1st Lt SWARTZ entered this Group as of 5 May 44.  
 (at the time of this accident)

(38) This type 97:05 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model 86:35 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 95:35 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 92:05 (45) Night time last 30 days \_\_\_\_\_

**AIRCRAFT DAMAGE**

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>N 3</u>	<u>Right landing gear and #4 Prop.</u>
(47) Engine(s) _____	
(48) Propeller(s) _____	

(50) Weather at the time of accident 3 miles Vis. Wind-Calm.

(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 Operational (Trucking)

(56) Nature of accident Landing accident.

(57) Cause of accident 100% Mechanical

(58) Form 54 being submitted. (Attached) \_\_\_\_\_

DESCRIPTION OF ACCIDENT

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

AT 1836 hours 30 September 1944 B 24 H, 41-29452, piloted by Lieutenant SWARTZ of AAF Station 123 crashed landed at AAF Station 376. The right landing gear was broken at the support elbow, possibly caused from the extremely rough perimeter tracks and R/W at Lille, France, from whence it had just returned from a trucking mission. Upon impact on R/W 29, AAF Station 376 the right main gear collapsed causing damage to under fuselage and No 4 prop.

The Pilot and Co-Pilot were unhurt. The other four (4) crew members had successfully bailed out prior to landing.

It is the opinion of the pilot that the damage to the strut must have been caused during take-off at Lille, France as gear sounded as if it were binding and the gear was inspected and found normal before this take-off.



Signature

*Ellwood T. Claggett*

(Investigating Officer)

ELLWOOD T. CLAGGETT,

Captain, Air Corps,

Asst Air Inspector,

Date 20 October 1944.

**RESTRICTED**

October 2, 1944

On September 30, 1944 we took off from this station in B-24 aircraft H series #452-S and flew to Station 146, Vendeville airport just outside Lille, France. We landed there and made an inspection of the landing gear as requested by the ground crew chief and found everything in good working order. At takeoff we ~~was~~ discovered that the safety solenoid on the gear handle was inoperative, making it necessary to trip the solenoid manually.

While taxiing to takeoff from Vendeville it was noted that the gear sounded as though it were binding and that the oleo action was slow. On arrival at this station the gear was put down in a normal manner and the engineer went back to the waist to check the gear down and locked. He discovered that the drag strut on the right main gear had broken off at the elbow. Probable cause of this breakage was taxiing over rough terrain at Vendeville airport and takeoff from a rough runway.

The commanding officer of this station ordered the crew to bail out at Watton, Station 376. Pilot and co-pilot then effected a successful landing, the right landing gear collapsing as expected.

Signed: William E. Swartz  
William E. Swartz, Pilot

John B. Waag  
John B. Waag, Engineer

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OFFICE OF THE FLYING CONTROL OFFICER  
25TH BOMBARDMENT GROUP (RECONNAISSANCE)  
APO-634

~~RESTRICTED~~  
1 October 1944

SUBJECT: Accident Report

TO : Group Operations, AAF Station 376, APO-634, U.S.Army.

1. At 1808 hours 30 September 1944, Horsham-St.Faith called and informed Flying Control this Station, that B-24 with damaged landing gear was being diverted to this base. Crash action was taken and everyone was notified.
2. At 1836 hours, B-24/452 piloted by Lt.Swatz from Horsham-St.Faith, crash landed on runway 29.
3. Four members of the crew bailed out over the field prior to landing of aircraft. One man received slight injuries.
4. Visibility at time of crash landing was five (5) miles, wind was calm.
5. Airfield is clear of damage.



*Bliss L. Karl*  
BLISS L. KARL,  
1st.Lt., Air Corps,  
Duty Flying Control Officer.

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AIRCRAFT ARRIVAL PRELIMINARY INSPECTION REPORT

A/C No: 41-64452

Inspector: M/Sgt VanMoppes

Type: B-24-H

Work Authorized: (Dep Engineering O)

Date: 1/10/44 Hour: \_\_\_\_\_

Return for Add Insp: (Dep Engineering O)

Home Station: \_\_\_\_\_

A/C Location: \_\_\_\_\_

Item No.	Items	Mechanic	Inspector
<u>AERO REPAIR</u>			
1.	Replace # 4 engine (4 point)		
2.	Replace # 4 prop		
3.	Replace # 4 supercharger		
4.	Replace all damaged # 4 nacell cowling		
5.	Inspect and check wing spar and engine mount bracket aft of # 4 engine		
6.	Replace right MLG assembly		
7.	Replace rt. MLG actuating cyl.		
8.	Replae rt. MLG side braces		
9.	Pilot's clock missing		
10.	Replace left rear bombay door		
11.	Replace rt. rear bombay door		
12.	Drain all gas from aux. transportation tanks in bombays		
13.	Remove all aux. fuel tanks from bombays and from ball turret section		
14.	Reinstall all removed tanks when repairs are completed		
15.	# 3 exhaust ball socket joint installed backwards		
16.	Replace tail skid assembly		
<u>TURRETS</u>			
17.	Nose turret center plexiglas panel damaged		
18.	Remoce and clean & oil and store guns		
19.	Replace guns when ship leaves station		
<u>RADIO</u>			
20.	Command antennate broken		
<u>SHEET METAL RIGHT WING</u>			
21.	Right wheel fairing damaged		
22.	Check, repair right wheel well sta 10		
23.	Small sub-bulkhead sta 7.0 rt. wheel well damaged		

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## AIRCRAFT ARRIVAL PRELIMINARY INSPECTION REPORT

A/C No: 41-64452Inspector: M/Sgt VanMoppesType: B-24-H

Work Authorized: \_\_\_\_\_

Date: 1/10/44 Hour: \_\_\_\_\_

Return for Add Insp: \_\_\_\_\_

Home Station: \_\_\_\_\_

A/C Location: \_\_\_\_\_

Item No.	Items	Mechanic	Inspector
<u>SHEET METAL RIGHT WING CONT</u>			
24.	Skin damaged top right wing sta 8		
25.	Hat section damaged top of right wing sta 8		
26.	Small hole in vee cover # 3 engine top of rt, wing		
<u>LEFT WING</u>			
27.	Left wing tip leading edge damaged temporarily patched		
<u>SHEET METAL</u>			
28.	Repair hole lower skin left wing sta 2		
29.	Repair hole lower surface left flap sta 10		
30.	Check and rework if necessary patch at sta 26 lower surface left wing		
31.	Check and rework if necessary patch at sta 22 lower surface left wing		
32.	Check and rework if necessary patch at sta 21 lower surface left wing		
33.	Check and rework if necessary patch at sta 20 lower surface left wing		
34.	Check and rework if necessary patch at sta 19 lower surface left wing		
35.	Check and rework if necessary patch at sta 16 lower surface left wing		
<u>FUSELAGE</u>			
36.	Repair track left front bombay fore end		
37.	Repair rear bombay catwalk		
38.	Repair tract right rear bombay aft end		
39.	Bombadier's plate glass crack		
40.	Repair bulkhead at sta 7.3 lower section		
41.	Repair skin front sta 7.2 to 7.3 lower section		
42.	Repair flooring from sta 7.2 to 7.3		
43.	Holes in fuel valve selector panel at aux. fuel tank selector valve		
44.	Repair holes top of fus. sta 7.4		
45.	Repair hole at left flight deck sta 6		
46.	Rework patch between sta 6.2 & 6.3 left		
47.	Repair stringers between sta 6.2 & 6.3 left side		
48.	Repair holes top of fus. sta 6.0 left side		
49.	Repair bulkhead at sta 6 lower section		
50.	Repair door at sta. 8.		

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WAR DEPARTMENT  
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-84 for information on Proper Use of this Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No. 44-362	DATE SUBMITTED 31 OCT 44

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

STATION 123 APO 558		ORGANIZATION 754th Bomb Sq (H), 458th Bomb Gp (H)		
SUBJECT OF REPORT Property Class—Name 01		Manufacturer Ford	AAF Order or Shipping No. Unknown	
AIRCRAFT—Model & AAF Serial No. B-24H 42-64452		ENGINE—Model & AAF Serial No. R-1830-43 (No's at bottom)		UNIT OR ACCESSORY—Type, Model and Serial No.
AIRCRAFT REPORTS ONLY LAST B. I. R.—Depot None New		Date 30 Sept 44	Flying Time Since	Total Flying Time 755:05
ENGINE REPORTS ONLY LAST OVERHAUL—Depot		Hours Since	Depots and Hours At Each Previous Overhaul	
PART Name		Part Drawing, Serial and Specification No.		
Time in Use	Quantity on Hand	Quantity Known Defective	No. Previous Failures	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"/> Sent in Attached Package
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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**

1. During take-off the side brace on the right main landing gear cracked. The failure was noticed by the airplane crew, so an emergency gear-up landing was made.
2. Probable Cause; This airplane had made several landings and take-offs on a bomb damaged field. This may have caused the failure.
3. Recommendations; None.
4. Disposition; Subject aircraft turned over to the 3rd SAD for repair.

Aircraft engine numbers; #1 CP-306362 36,05  
#2 CP-311456 364,05  
#3 42-62879 383,05  
#4 42-36913 500,05

For the Squadron Commander;

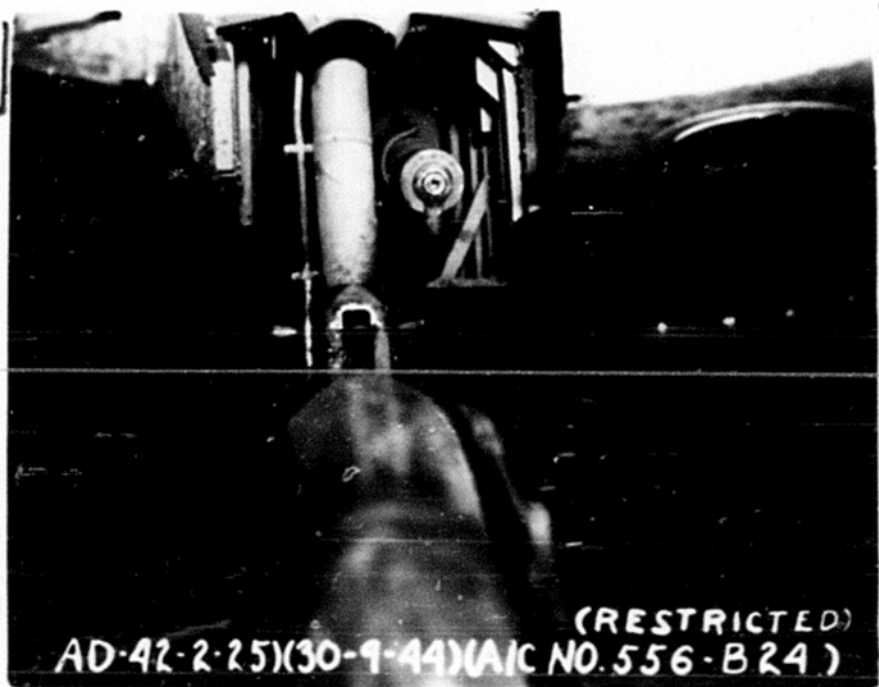
*Walter D. Paterson*  
WALTER D. PATERSON,  
CAPT, AC,  
ENG O.

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



(G-AD-42-1-25)(30-9-44)(AIC NO. 556-B24) (RESTRICTED)



(RESTRICTED)  
AD-42-2-25(30-9-44)(AIC NO. 556-B24)