

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

44-528-520
4

19-035

(1) Place AP0 520, U. S. Army (2) Date 8 May 1944 (3) Time 0230
 AIRCRAFT: (4) Type and model B-24H 040 (5) A. F. No. 41-29195 (6) Station _____
 Organization: (7) 15th Air Force (8) 451st Bomb Gp (9) 724th Bomb. Sq. (H)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL *PH*

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)
78	<i>Crew Chief</i>	1			70	A		1	



Crew Chief
 (20) (Last name) (First name) (Middle initial) (21) (Serial number) (22) (Rank) (23) (Personnel class) (24) (Branch)
 Assigned (25) 15th AF (26) 451st (27) 724th Bomb Sq (28) _____
 (Command and Air Force) (Group) (Squadron) (Squadron)
 Attached for flying (29) _____ (30) _____ (31) _____ (32) _____
 (Command and Air Force) (Group) (Squadron) (Squadron)
 Original rating (33) None (34) _____ Present rating (35) None (36) _____ Instrument rating (37) _____
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type _____ (42) Instrument time last 6 months _____
 (39) This model _____ (43) Instrument time last 30 days _____
 (40) Last 90 days None (44) Night time last 6 months None
 (41) Total _____ (45) Night time last 30 days _____

AIRCRAFT DAMAGE *PH*

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	Complete destruction of airplane
(47) Engine(s) <u>W 5</u>	
(48) Propeller(s) <u>W 5</u>	

(50) Weather at the time of accident Not applicable
 (51) Was the pilot flying on instruments at the time of accident _____
 (52) Cleared from None (53) To None (54) Kind of clearance 5
 (55) Pilot's mission No flight

(56) Nature of accident The airplane disintegrated when the fire which started in the nose compartment spread to the bomb-bay where 10 type AN-M64 five hundred pound bombs exploded.
 (57) Cause of accident Short circuit in the nose compartment. Possible over heating of the electrical system. Over heating of hot wires together with possible aggregation of oxygen leak in the nose section, which promoted the fire.

DESCRIPTION OF ACCIDENT

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

On 8 May 1944, fire broke out in the nose compartment of airplane B-24H AAF serial No. 41-29195 shortly after the main line and battery switches were turned on. The fire was very intense and filled the entire nose compartment within a few moments after the first indication that there was anything wrong. Attempts by fire fighting personnel proved futile. When the fire reached the wing and bomb-bay, personnel evacuated the immediate area.

The airplane had been preflighted approximately three hours and a half before the incident occurred. While making his preflight inspection, the Crew Chief had noticed that there was an oxygen leak in the nose turret, dropping 50 pounds over-night. Crew Chief had replaced the nose turret oxygen pressure warning switch the day before.

All repairs on the aircraft were affected with the switches "off". When main line and battery switches were turned "on" by Instrument Specialist in the process of checking a carburetor air temperature resistance bulb he had just installed, he heard a "hissing sound". Shortly thereafter the nose-compartment burst into flames.

It is believed that an electrical short circuit was the initial cause of the fire and that an increased percentage of oxygen contributed to the intensity and rapidity with which the fire spread.

Robert E. L. Eaton
ROBERT E. L. EATON,
Colonel, Air Corps,

Linnon R. Blackmon
LINNON R. BLACKMON,
Major, Air Corps,

Marshall Y. Kreiser (Edw)
MARSHALL Y. KREISER,
Captain, M. C.

William H. McManus, Jr.
WILLIAM H. MCMANUS, JR.,
Captain, Air Corps,

Leland A. Youkin
LELAND A. YOUKIN, (Aircraft
Captain, Air Corps, Accident
Officer)

Signature _____
(Investigating Officer)

Date _____