

RESTRICTED
WAR DEPARTMENT

Accident No. _____

U. S. ARMY AIR FORCES

45-10-21-595

REPORT OF AIRCRAFT ACCIDENT

085

11-11-44
19-001

(1) Place Castelluocce Airfield, Italy (2) Date 21 October 1944 (3) Time 1600
AIRCRAFT: (4) Type and model B-24J-40 (5) A. F. No. 42-51369 (6) Station Castelluocce AAF
Organization: (7) Fifteenth (8) 451st Bomb (9) 724th Bomb
(Command and Air Force) (Group) (Squadron)

15 PERSONNEL BH 7169

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)
CP	Rellins, Henry G., Jr.	P	0-662449	Capt	01	AC	15th	None	Na
CF	Snow, Edward G.	CF	0-715822	2nd Lt	18.01	AC	15th	None	Na
E	Kalik, Anthony (DMI)	E	16148853	S/Sgt	38	AAF	15th	None	Na
CC	Stewart, Robert K.	CC	35403229	Sgt	38	AAF	15th	None	Na

CLASSIFICATION CANCELLED OR CHANGED
TO **RESTRICTED**
BY AUTHORITY OF CG AAF
BY EC A DATE 2.19.46

PERSONNEL INFORMATION

(20) Rellins Henry G., Jr. (21) 0-662449 (22) Capt (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) Fifteenth (26) 451st Bomb (27) 724th Bomb (28) Castelluocce AAF
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) _____ (30) _____ (31) same (32) _____
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 9-6-42 Present rating (35) Pilot (36) 9-6-42 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	<u>B-24</u>	<u>307:30</u>	(42) Instrument time last 6 months	<u>K</u>
(39) This model	<u>B-24J</u>	<u>307:30</u>	(43) Instrument time last 30 days	<u>—</u>
(40) Last 90 days		<u>122:40</u>	(44) Night time last 6 months	<u>—</u>
(41) Total		<u>2208:15</u>	(45) Night time last 30 days	<u>—</u>

AIRCRAFT DAMAGE RF 11/16/44

DAMAGE				(48) LIST OF DAMAGED PARTS	
(46) Aircraft	<u>W 5</u>			#4 Eng - #3 and #4 Preps - Rt Wing - Rt Landing Gear - Lower fuselage, Stations 4-7 - Fuselage and Horizontal Stabilizer twisted.	
(47) Engine(s)	<u>- 1</u>	<u>- 1</u>	<u>W 5</u>		
(48) Propeller(s)	<u>- 1</u>	<u>- 1</u>	<u>W 5</u>		

(50) Weather at the time of accident CAVI
(51) Was the pilot flying on instruments at the time of accident Na
(52) Cleared from Castelluocce (53) To Castelluocce (54) Kind of clearance Local
(55) Pilot's mission Test Map

(56) Nature of accident The right landing gear cracked off while taxiing to revetment.
(57) Cause of accident Material failure of landing gear.

DESCRIPTION OF ACCIDENT

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

Army 42-51369 landed after a test hop and was taxiing to revetment when the right landing gear failed. The landing was not a rough landing, and the plane was not drifting on the landing.

RESPONSIBILITY: 100% Materiel Failure.

James B. Knapp

JAMES B. KNAPP,
Lt. Col., Air Corps.

Robert E. Applegate

ROBERT E. APPLGATE,
Lt. Col., Air Corps.

Clyde L. Wagner

CLYDE L. WAGNER,
Major, Medical Corps.

William H. Momanus, Jr.

WILLIAM H. MOMANUS, JR.,
Major, Air Corps.

Edward L. Wilson, Jr.

EDWARD L. WILSON, JR.,
Major, Air Corps,
Aircraft Accident Officer.

Signature _____

(Investigating Officer)

Date _____

724TH BOMBARDMENT SQUADRON (H)
Office of the Operations Officer
APO #520 U. S. Army

29 October 1944

SUBJECT: Accident Statement on B-24J Airplane No. 42-51369, on
21 October 1944.

TO : Whom It May Concern.

1. A normal landing was made and the ship turned off the runway onto the taxi strip. An average use of the brakes was used to keep the ship from taxiing to fast. The engineer began opening the bomb bay doors, and at that instant there was a slight give on the right side of ship. Then the right wing tip dropped to the ground, the ship turned right, in the drainage ditch beside the taxi strip.


2. The moment the right wing dropped to the ground, the co-pilot cut the mixtures to off position and turned the crash bar and battery switches. The A. P. U. was also turned off.

Henry G. Rollins
HENRY G. ROLLINS
Capt., Air Corps
Pilot

Edward G. Snow
EDWARD G. SNOW
2nd Lt., Air Corps
Co-pilot

MEDICAL OFFICER'S REPORT OF AIRCRAFT ACCIDENT

Station Investigating Accident - 451st Bombardment Group (H)
Place of Accident - Castelluccio Airfield, Italy - Plane Type - B-24J
Mission - Local - Date Accident - 21/Oct/44 - Time Accident - 1600
Manner of Occurrence and Probable Cause of Accident - Army 42-51369 landed after a test hop and was taxiing to revetment when the right landing gear failed. The landing was not a rough landing, and the plane was not drifting on the landing.
Pilot Name - Rollins, Henry G., Jr. - ASN - O-662449 - Age - 24 - Rating - Pilot
Total Pilot Hours - 2209:10 - No. Previous Accidents - None - Date of last physical examination - 8/July/44 - History of Physical or Neuropsychic Defects - None
Co-pilot Name - Snow, Edward G. - ASN O-715822 - Age - 22 - Rating - Copilot
Total Pilot Hours - 897:40 - No. Previous Accidents - None - Date of Last Physical Exam. - 8/July/44 - History of Physical or Neuropsychic Defects - None
No. Persons in Plane - 4 - No. Persons Killed - No. Persons Injured - No. Persons not Injured - 4
Equipment Check - Seats in Good Order - Yes - Seat Belts Provided? - Yes - How Many? - Two - In Good Order? - Yes - Shoulder Harness Provided? - Yes - How Many? - Two - In Good Order? - Yes - Parachutes Provided? - Yes - How Many - 4 In Good Order? Yes - Oxygen Equipment Provided? - Yes - Type - Demand - In Good Order? - Yes - Special Safety Devices? - None - Material Factors Which Contributed to or Prevented Injury? - The right landing gear cracked off while taxiing to retment. - General Statement Regarding Accident With Recommendations - None
Date - 29/Oct/44


CLYDE L. WAGNER
Major, Medical Corps
Group Flight Surgeon

WAR DEPARTMENT

ARMY AIR FORCES UNSATISFACTORY REPORT

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

TO BE FILLED IN BY STATION	
Station Serial No.	Date Submitted
	10-29-44

LEAVE BLANK		
A.S.C. Serial No.	Refer To	Class

STATION A.P.O. 520 U.S. Army		ORGANIZATION 724th Bomb Sq. (H)		
SUBJECT OF REPORT Ol-D Strut Assy. Right Oleo	Property Class-Name	Manufacturer G.A.G.	AAF Order or Shipping No.	
AIRCRAFT - Model & AAF Serial No. 49-51569 B-24J		ENGINE - Model & AAF Serial No.	UNIT OR ACCESSORY - Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST D.I.R. - Depot Now	Date	Flying Time Since 165:10	Total Flying Time 165:10	
ENGINE REPORTS ONLY LAST OVERHAUL - Depot	Hours Since	Depots and Hours At Each Previous Overhaul		
PART Name Cylinder Assy. Outer		Part Drawing, Serial and Specification No. 6X-3269055		
Time in Use 165:10	Quantity Known Good None	Quantity Known Defective One	No. of Inspectors None	Inspector's No. or Identification G.A.G.
Indicate by "X" Disposition of Exhibit	<input checked="" type="checkbox"/> Photographed and Prints Enclosed	<input checked="" 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 type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

EXPEDITE

Description of trouble

- Subject landing gear assembly collapsed while airplane was being taxied to it's hardstand. Visual inspection revealed that failure occurred at upper weld of strut assembly.

Historical Data.
Subject airplane had 165:10 hours since new.

- Subject A/C salvaged by 60th Service Sqdn. APO 520 U.S. Army.
- Number of Unsatisfactory Reports on similar conditions: None
- Recommendations:**
Consideration of the possibility that this failure was caused by the heat involved in welding the juncture of pivot fitting to strut cylinder, thus expanding the cylinder away from fitting and resulting in a clearance held by the weld is recommended.
- Remarks.**
Subject Airplane had been "shooting landings". Interrogation of pilot revealed that landing immediately prior to gear failure "had not been severe" but that "several previous landings had been hard."
Up to the point of failure, strut remained inflated, complete loss of fluid occurred at point of collapse. The taxi strip was not rough in this area, but pilot had started to apply right brake in order to negotiate the turn immediately ahead, when gear collapsed.

ROUTING

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

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WAR DEPARTMENT
AAF Form No. 54
(Revised 2-18-43)

WAR DEPARTMENT

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TO BE FILLED IN BY STATION	
Station Serial No.	Date Submitted

ARMY AIR FORCES

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

UR

STATION				ORGANIZATION			
SUBJECT OF REPORT		Property Class-Name		Manufacturer		AAF Order or Shipping No.	
AIRCRAFT - Model & AAF Serial No.		ENGINE - Model & AAF Serial No.		UNIT OR ACCESSORY - Type, Model and Serial No.			
AIRCRAFT REPORTS ONLY	LAST D.I.R. - Depot		Date	Flying Time Since		Total Flying Time	
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	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"/> Sent in Attached Package	<input type="checkbox"/> Repaired and Returned to Service	<input 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	

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Appearance of threads on lower portion of strut's pivot fitting and in upper position of strut cylinder, brings about the conclusion that threads were not engaged and that the threaded extension of pivot fitting was not contributing to the strength of the weld. Threads were damaged only when cylinder was drawn back at an angle exceeding that to which the pivot could rotate.


STANLEY J. FULCHER
 Captain, Air Corps,
 Engineering Officer

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ROUTING

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 HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

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