

~~RESTRICTED~~  
~~CANCELLED OR CHANGED~~

~~SECRET~~

Accident No. \_\_\_\_\_

TO \_\_\_\_\_

BY AUTHORITY OF latsaa 7

DATE 13 June 45

REPORT OF AIRCRAFT ACCIDENT

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

44-1-23-523

(1) Northrup Air Base (2) Date January 23, 1944 (3) Time 1445  
AIRCRAFT: (4) Type and model B-24H 640 (5) A. F. No. 12-7121 (6) Station Northrup Air Base  
Organization: (7) 15th Air Force (8) 451st Bomb Gp (9) 725th Bombardment Squadron (H)  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DEPT	NAME (Last name first)	GRADE	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	STATION OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	Connor, Roy L.	P	0-747216	2nd Lt.	01	AC	15 AF	None /	No
04	Brock, Basil C., Jr.	CP	0-676733	2nd Lt.	01	AC	15 AF	None /	No
65	Bickett, James A.	N	0-690336	2nd Lt.	01	AC	15 AF	None /	No
65	Blandino, Mike A.	B	0-688575	2nd Lt.	01	AC	15 AF	None /	No
65	Shirk, Edward N.	P	13047210	S/Sgt.	20	AC	15 AF	None /	No
62	Causey, Maurice L.	AE	39537891	Sgt.	20	AC	15 AF	None /	No
62	Elston, Darrel O.	AAE	37266779	Sgt.	20	AC	15 AF	None /	No
62	Howe, John (NMI)	AG	15081503	Sgt.	20	AC	15 AF	None /	No
64	Clopton, James A.	AG	38236500	Sgt.	20	AC	15 AF	None /	No
64	Sauffer, Hugh G.	BAQ	17059339	Pfc.	20	AC	15 AF	None /	No
62	George, Theodore R.	TS	39533937	S/Sgt.	20	AC	15 AF	None /	No

PILOT CHARGED WITH ACCIDENT

(20) Connor Roy L. (21) 0-747216 (22) 2nd Lt. (23) 1024 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 15th Air Force (26) 451st Bomb. Gp (27) 725th Bomb. Sq. (H) (28) Northrup Air Base  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) 15th Air Force (30) 451st Bomb. Gp (31) 725th Bomb. Sq. (H) (32) Northrup Air Base  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) P (34) 5/20/43 Present rating (35) P (36) 5/20/43 Instrument rating (37) 11/15/43  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 119:40 (42) Instrument time last 6 months \_\_\_\_\_  
(39) This model 40:25 (43) Instrument time last 30 days \_\_\_\_\_  
(40) Last 90 days 50:25 (44) Night time last 6 months \_\_\_\_\_  
(41) Total 506:20 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE NF

DAMAGE

(48) LIST OF DAMAGED PARTS

	W	W	W	F	
(46) Aircraft	5				Left landing gear pulled completely out.
(47) Engine(s)	0	4	0	4	Bulkheads and catwalk beyond repair.
(48) Propeller(s)	0	4	0	4	

(50) Weather at the time of accident Ceiling unlimited - Visibility six (6) miles.

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Northrup (53) To Local Area (54) Kind of clearance Contact

(55) Pilot's mission Orientation Local Area

(56) Nature of accident Crash landing, airplane ground looped to left when left landing gear collapsed as result of flat tire.

(57) Cause of accident Left tire blowout on take-off. Pilot flew traffic pattern and made landing. Left landing gear collapsed as result of deflated tire.

CLASSIFICATION CANCELLED OR CHANGED

~~RESTRICTED~~

TO \_\_\_\_\_

BY AUTHORITY OF latsaa 7

DATE 13 June 45

2-413-63

5-24-44

DESCRIPTION OF ACCIDENT

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

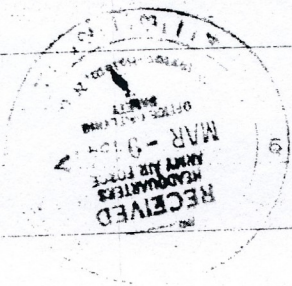
At 1745, 23 January 1944, airplane was taking off on assigned orientation mission. The left tire blew out on take-off but the pilot was able to complete the take-off. He flew the traffic pattern until the Group Commander arrived at the control point to give him instructions for landing.

The landing gear held for approximately two thousand (2000) feet after landing, then collapsed, damaging the airplane beyond economical repair.

Responsibility is chargeable to 100% Pilot error in that the wheels were locked immediately after the airplane left the ground and when it touched the runway the tire blew. The pilot did however follow emergency instructions on landing.

2 inclosures:

- Inclosure 1 - Statement of Lt. Connor, Pilot.
- Inclosure 2 - Statement of Lt. Watson, Eng. Officer.



Signature *Felipe A. ...*  
 1st Lt. ...  
 Col. ROBERT E. L. EATON  
 Major LEMCKE R. BLACKBURN  
 William H. McManus

Date 7 February 1944.

FEB 12 AM

HEADQUARTERS  
451ST BOMBARDMENT GROUP (H)  
A.P.O. # 520, U. S. Army

31 January 1944.

Statement of Second Lieutenant Roy L. Connor, O-747216,  
725th Bombardment Squadron (H).

"On 23 January 1944 at 1400 we started off down the runway, gained flying speed but the airplane settled back to the ground. As the brakes were still locked, the left tire was blown out and damaged the right tire.

We circled the field for about one-half hour and during this time received emergency instructions and then proceeded to land on the regular runway.

The airplane remained upright until we left the metal stripping when the left landing gear collapsed, at which time the airplane went out of control.

For this landing we had full speed on the two left engines so as to even up the plane as much as possible.

The visibility for this flight was six miles.

There was nothing mechanically wrong with the airplane at the time of take-off."

*R. L. Connor*

ROY L. CONNOR,  
2nd Lt., Air Corps,  
Pilot.

60TH SERVICE SQUADRON  
Office of the Engineering Officer  
APO 520

31 January 1944

SUBJECT: Inspection of Damaged B-24 Aircraft.

TO : 451st Bomb Group Headquarters. (Maj. Jones.)

1. B-24H Aircraft 42-7721 crashed at this station 23 January 1944 at approximately 1430 hours. The aircraft was inspected by the undersigned prior to its removal from the runway, and the following damage was noted.

- a. The left main landing gear had been torn from the wing, breaking the weld on the outer cylinder assembly of the strut.
- b. The drag strut was torn loose from the bulkhead taking that portion of the bulkhead to which it was attached with it.
- c. Rear nacelle engine mount on number 2 engine was pulled loose from the frame and badly bent.
- d. The bolt on the side brace of the main landing gear was pulled free due to the distorted shape of the side brace.
- e. The right main landing gear tire was blown out.
- f. The main nose wheel strut was broken free.
- g. The bottom of the fuselage was damaged from station 1.0 to station 7.0.
- h. Stations 4.0, 5.0, and 6.0 were buckled beyond economical repair.
- i. All bomb-bay doors were severely damaged.
- j. The bomb-bay longeron was damaged beyond economical repair.

2. Investigation at the time of the accident showed that the pilot had attempted to land subject aircraft after having right main tire blow-out at take off. In landing, the main left landing gear tire blew-out causing the ship to ground-loop, and tear out the left main landing gear.

(Contd.) Inspection of damaged B-24 Aircraft.

3. Subject aircraft was classified in B-2 category as defined in XV Air Force Service Command Maintenance Memorandum 65-00-25-1, dated 18 January 1944.

4. Aircraft was turned over to 41st Air Depot Group for salvage.

*Frederick D. Watson*  
FREDERICK D. WATSON,  
1st Lt., Air Corps,  
Engineering Officer.