

**CONFIDENTIAL**

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

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

41-301-510

(1) Place APC 520, U. S. Army (2) Date 21 March 1944 (3) Time 1230  
 AIRCRAFT: (4) Type and model B-24H (5) A. F. No. 42-7751 (6) Station APC 520, U. S. Army  
 Organization: (7) 15th Air Force (8) 451st Group (9) 726th Bombardment Squadron (10) (Squadron)

**PERSONNEL**

DUITY (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)
P	ROMAN, Frank F.	P	0-630715	2nd Lt.	18	AC	15th	None	No
CP	SHAMBLIN, Richard R.	P	0-750702	2nd Lt.	18	AC	15th	None	No
M	MOERING, Harold C.	M	0-870791	2nd Lt.	19	AC	15th	None	No
E	HENDRICKSON, Delph. A.	E	6833223	T/Sgt	20	AC	15th	None	No
G	AGNEW, Samuel (NMI)	G	39407186	S/Sgt	38	AC	15th	None	No

**PILOT INVOLVED WITH ACCIDENT**

(20) ROMAN (Last name) FRANK (First name) F. (Middle initial) (21) 0-630715 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)  
 Assigned (25) 15th Air Force (Command and Air Force) (26) 451st (Group) (27) 726th Bomb Sq. (Squadron) (28) APC 520 (Station)  
 Attached for flying (29) (Command and Air Force) (30) (Group) (31) (Squadron) (32) (Station)  
 Original rating (33) Pilot (Rating) (34) 5-10-43 (Date) Present rating (35) Pilot (Rating) (36) 5-10-43 (Date) Instrument rating (37) 11-12-43 (Date)

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

(38) This type	<u>3-24</u>	<u>278:20</u>	(42) Instrument time last 6 months	<u>9:20</u>
(39) This model	<u>B-24H</u>	<u>128:55</u>	(43) Instrument time last 30 days	<u>0:00</u>
(40) Last 90 days		<u>42:40</u>	(44) Night time last 6 months	<u>24:10</u>
(41) Total		<u>278:20</u>	(45) Night time last 30 days	<u>0:00</u>

**AIRCRAFT DAMAGE**

DAMAGE	(49) LIST OF DAMAGED PARTS	
(46) Aircraft	<u>Q</u>	<u>Rt. landing gear-Rt. flap &amp; outer panel-Rt front &amp; rear</u>
(47) Engine(s)	<u>C</u>	<u>B.B. doors - #3 and #4 Engines complete overhaul</u>
(48) Propeller(s)	<u>C</u>	<u>#3 and #4 bent.</u>

(50) Weather at the time of accident \_\_\_\_\_  
 (51) Was the pilot flying on instruments at the time of accident \_\_\_\_\_  
 (52) Cleared from Armchair Tower (53) To Local (54) Kind of clearance Formation  
 (55) Pilot's mission Practice Wing Rendezvous  
 (56) Nature of accident Right main landing gear broke off as plane turned off runway onto taxi-way.  
 (57) Cause of accident Airplane had too much speed to make a turn off the end of the runway.

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DESCRIPTION OF ACCIDENT

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

Pilot misjudged his speed and distance and therefore landed too fast and too far down the runway. As the end of the runway was reached the pilot attempted to make a turn to the right onto the taxi strip resulting in the collapse of right main landing gear.

RESPONSIBILITY

100% Pilot error.

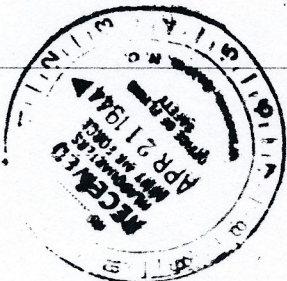
*Robert E. L. Eaton*  
ROBERT E. L. EATON,  
Colonel, Air Corps

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

*Marshall Y. Kreemers*  
MARSHALL Y. KREEMERS,  
Captain, M.C.

*William H. McManus, Jr.*  
WILLIAM H. McMANUS, JR.,  
Captain, Air Corps

*Leland A. Younkin*  
LELAND A. YOUNKIN, (Aircraft  
Captain, Air Corps Accident  
Officer)



Signature \_\_\_\_\_  
(Investigating Officer)

Date \_\_\_\_\_

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Statement of 2nd Lt. FRANK F. ROMAN on aircraft accident of 21 March 1944.

I was first pilot on airplane #42-7751 on a training mission, 21 March 1944. I was coming in for a normal landing with a very strong cross wind. I could see ship on runway well in front. I made a full flap landing at airspeed between 115 and 120 M.P.H. Hit runway at usual spot and rolled down runway. Everything was O.K. Ship seemed to be moving down runway rapidly. Rather than run over end of runway because of big ditch of water that was there I started making a gradual turn to the right onto the taxi strip. During the turn the entire right landing gear collapsed. I retraced the tracks of the wheels as we left the runway and I could clearly see we did not hit any hole or ditch to cause structural failure.

*Frank F. Roman*

FRANK F. ROMAN,  
2nd Lt., Air Corps,  
Pilot - Crew #45.

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Statement of 2nd Lt. RICHARD R. SHAMBLIN on aircraft accident of 21 March 1944

I was co-pilot on airplane #42-7751 on a training mission, 21 March 1944. The airplane approached the runway and proceeded to make a normal landing. We hit the landing strip and taxied down with a liberal application of brake. It became evident that the airplane would over-run the field and in order to avert the ditch of water at the end of the runway, the pilot began a gradual turn to the taxi-strip at the right. It was during this turn that the right landing gear collapsed. I cut the switches and left the airplane.



RICHARD R. SHAMBLIN  
2nd Lt., Air Corps.  
Co-Pilot - Crew #45

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Statement of T/Sgt. Dolph H. Hendrickson on aircraft accident of 21 March 1944.

I was first engineer on airplane #42-7751 on a training mission, 21 March 1944. Ship approached the runway in SCP landing. I was calling off the airspeed. The airplane hit the runway at an airspeed between 115 and 120 M.P.H., and proceeded down the runway with liberal application of brakes. It appeared to me as though the pilot was making an attempt to turn into the extreme right taxi strip rather than overrun the field. He was in the process of turning when the right landing gear tore loose. I could not observe where the aircraft hit the runway.

*Dolph H. Hendrickson*  
DOLPH H. HENDRICKSON,  
T/Sgt., AC.  
Engineer - Crew #45.

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