

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

45-10-12-506

(1) Place Castelluiccia Air Field, Italy (2) Date 12 October 1944 (3) Time 1815
 AIRCRAFT: (4) Type and model P-24 G-40 (5) A. F. No. 42-7344 (6) Station Castelluiccia Air Field
 Organization: (7) 15th (8) 451st B. G. (9) 724th Bomb Sq. (F)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL BH

7169

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	BOOTS, LLYOD O.	P	0-696320	1st Lt.	16 01	AC	15th	None	No
CP	MAYBAY, DUANE C.	P	0-705035	2nd Lt.	16 01	AC	15th	None	No
E	ZERBE, RALPH W.	E	37520045	S/Sgt	38 20	AC	15th	None	No



(20) Boots Llyod (21) 0-696320 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (A. F. number) (Rank) (Personnel class) (Branch)
 Assigned (25) 15th (26) 451st B. G. (27) 724th (28) Castelluiccia A. F.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) (30) (31) (32)
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 11-3-43 Present rating (35) Pilot (36) 11-3-43 Instrument rating (37) _____
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type B-24 241:15 (43) Instrument time last 6 months _____
 (39) This model B-24 G 185:10 (44) Instrument time last 30 days _____
 (40) Last 90 days 241:15 (45) Night time last 6 months 5:10
 (41) Total 716:40 (45) Night time last 30 days 5:10

AIRCRAFT DAMAGE NF

DAMAGE	(46)	(47)	(48)	(49) LIST OF DAMAGED PARTS
(46) Aircraft	M	-	-	Nose wheel door and Bulkhead damaged
(47) Engine(s)	-	-	-	
(48) Propeller(s)	-	-	-	

(50) Weather at the time of accident CAVII
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Castelluiccia (53) To Castelluiccia (54) Kind of clearance Local
 (55) Pilot's mission Test-hop
 (56) Nature of accident Landed with nose wheel retracted
 (57) Cause of accident Nose wheel was not in the down and locked position when the ship landed

DESCRIPTION OF ACCIDENT

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

The hydraulic pressure release kicked out before the nose wheel had moved from the fully retracted position. The Engineer when he learned the wheels were lowered did not have time to check the landing gear. Ship landed with nose wheel retracted.

RESPONSIBILITY

100% Pilot Error in landing the aircraft before the Engineer had visually checked the entire landing gear.

RECOMMENDATIONS

To prevent repetition - Lt Beets, the First Pilot, be made Co-Pilot on B-24 type aircraft. The responsibilities of an Aircraft Commander be again emphasized to all Pilots.

James B. Knapp
 JAMES B. KNAPP,
 Lt. Colonel, Air Corps.

Robert E. Applegate
 ROBERT E. APPLEGATE,
 Lt. Colonel, Air Corps.

Charles L. Wagner
 CHARLES 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

15 October 1944

SUBJECT: Accident Report to B-24G, 42-73414, Airplane.

TO : Whom it May Concern.

1. I took off at about 1715 October 12, 1944, and ascended to 6000 ft. altitude and made several checks on the main gear which had been faulty, to see that it was working properly. After completing the check I made a slow decent to come into the field for a landing to pick up a navigator before starting on a night flight. When I reached traffic altitude I yelled gear down and co-pilot extended same, but the engineer was paralleling the generators and was unaware that we were landing until I switched on the landing lights.

Lloyd O. Boots
LLOYD O. BOOTS
1st Lt., Air Corps
pilot

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

15 October 1944

SUBJECT: Accident Report to B-24G, 42-78414, Airplane.

TO : Whom it May Concern.

1. I was co-pilot of plane 42-78414 on Thursday evening 12 October 1944. The plane was landed with the nosewheel retracted. The pilot gave the order "Gear Down" and I extended the landing gear and double checked the right wheel from my window

Duane C. Maybay
DUANE C. MAYBAY
2nd Lt., Air Corps
Co-Pilot

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

15 October 1944

SUBJECT: Accident Report to B-24G, 42-78414, Airplane.

TO : Whom It May Concern.

1. We were circling for a landing while I was checking the generator. I started to come up on the flight deck, when I saw the landing lights go on and hurried to the back of the ship to check the landing gears. After checking the gears I went up to the nose, by that time I heard the pilot cut the power so hurried out of the nose, and by that time we were on the runway.

Ralph W. Zerbe

RALPH W. ZERBE
S/Sgt, Air Corps
Engineer

784TH BOMBARDMENT SQUADRON (H)
Office of the Operations Officer
APO #520 U. S. Army

15 October 1944

SUBJECT: Accident Report on B-24G, 42-78414, Airplane.

TO : Whom It May Concern.

1. I was driving down the taxi strip to the East end of the runway, when Airplane 42-78414 was coming in for a landing. I stopped the weapons carrier and watched the plane come in. The plane was almost over the taxi strip that crosses the East end of the runway, when I noticed that the nose wheel wasn't down.

QUERINO BARNABETO
M/Sgt, Air Corps
Flight Chief

M/Sgt. Quirino Barnabeto

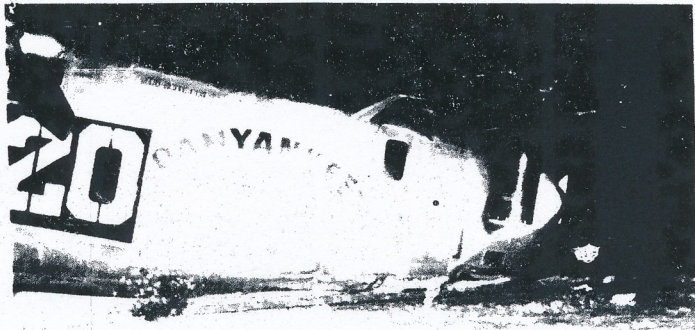
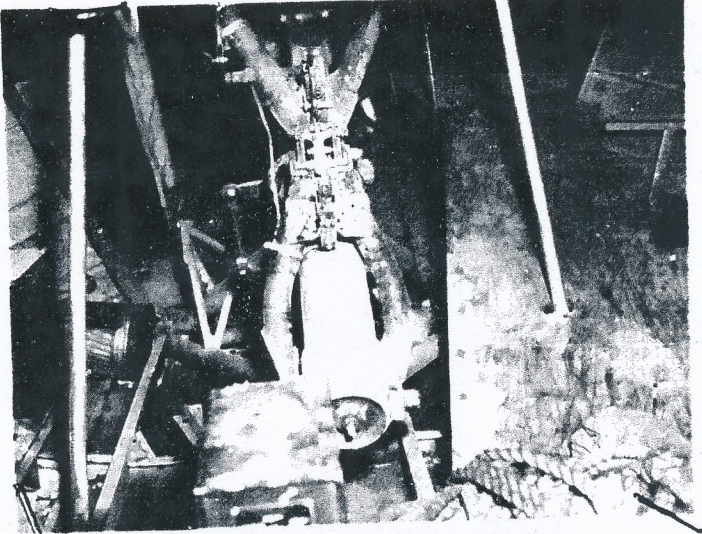


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