

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

45-10-11-511  
082

11-11-44

(1) Place Castelluccio Army Air Field, Italy (2) Date 18 October 1944 (3) Time 0715  
AIRCRAFT: (4) Type and model B-24J-40 (5) A. F. No. 44-41199 (6) Station Castelluccio A/F  
Organization: (7) Fifteenth (8) 451st Bomb (9) 726th Bomb  
(Command and Air Force) (Group) (Squadron)

PERSONNEL *BH*

| 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) |
|-----------|-----------------------------|-------------|-----------------|-----------|----------------------|-------------|---------------------------|--------------------------|-----------------------|
| P         | Bodycomb, Resser I.         | P           | 0-683950        | 1st Lt    | 18 01                | AC          | 15th                      | None                     | Ne                    |
| CP        | Cooper, Alva S.             | P           | 0-1692892       | 2nd Lt    | 18 01                | AC          | 15th                      | None                     | Ne                    |
| N         | Graspy, Sidney S.           | N           | 0-719350        | 1st Lt    | 18                   | AC          | 15th                      | None                     | Ne                    |
| E         | Barratt, Raymond L.         | E           | 0-773232        | 2nd Lt    | 18                   | AC          | 15th                      | None                     | Ne                    |
| E         | Duceaster, Albert C.        | E           | 3532109         | S/Sgt     | 38                   | AAF         | 15th                      | None                     | Ne                    |
| G         | Cellier, A.C. (i.e.)        | G           | 18220033        | Sgt       | 38                   | AAF         | 15th                      | None                     | Ne                    |
| G         | Hall, Curtis L., Jr.        | G           | 18193126        | Sgt       | 38                   | AAF         | 15th                      | None                     | Ne                    |
| G         | Buford, Coy                 | G           | 18193201        | Sgt       | 38                   | AAF         | 15th                      | None                     | Ne                    |
| G         | Weinstein, Manual           | G           | 11050675        | S/Sgt     | 38                   | AAF         | 15th                      | None                     | Ne                    |
| G         | Lowe, Spencer G., Jr.       | G           | 13004033        | Sgt       | 38                   | AAF         | 15th                      | None                     | Ne                    |
| F         | Haslett, P.B.               | F           | 38554386        | Cpl       | 38                   | AAF         | 15th                      | None                     | Ne                    |

FILED

(20) Bodycomb Resser I. (21) 0-683950 (22) 1st Lt (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) Fifteenth (26) 451st Bomb (27) 726th Bomb (28) Castelluccio 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) 8-28-43 Present rating (35) Pilot (36) 8-28-43 Instrument rating (37) 2-25-44  
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)  
(38) This type B-24 40120 (42) Instrument time last 6 months \_\_\_\_\_  
(39) This model B-24J 139:00 (43) Instrument time last 30 days \_\_\_\_\_  
(40) Last 90 days 139:15 (44) Night time last 6 months \_\_\_\_\_  
(41) Total 267:55 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE *NE*

| DAMAGE                                  | (49) LIST OF DAMAGED PARTS                                  |
|---|---|
| (46) Aircraft <u>W S</u>                | <u>Complete left fuselage, wing, tail, and nose section</u> |
| (47) Engine(s) <u>W S</u> <u>W S</u>    | <u>#1 and #2 engines</u>                                    |
| (48) Propeller(s) <u>W S</u> <u>W S</u> | <u>#1 and #2 props</u>                                      |

(50) Weather at the time of accident CAVU  
(51) Was the pilot flying on instruments at the time of accident Ne  
(52) Cleared from Castelluccio (53) To Combat (54) Kind of clearance Combat  
(55) Pilot's mission Combat  
(56) Nature of accident Aircraft crashed prior to take-off.  
(57) Cause of accident Uncontrollable turbe.  
(58) Yes

RESTRICTED

37  
63  
22  
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DESCRIPTION OF ACCIDENT

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

Upon pushing the throttles up slowly take-off power was obtained. A few seconds later No 4 turbe ran away to 90 Hg. Upon trying to get take-off power again the turbe ran away the second time.

The sudden power changes of a outboard engine, caused the ship to "S" to the extent where the Pilot could not control the plane at such a low airspeed. The plane veered to the edge of the steel mat where the sharp edge cut the left tire causing it to blow out. A few feet further on the runway the left main gear collapsed. Immediately previous to the tire blowing out, the power was retarded, both brakes applied and then the engines cut when the gear collapsed. None of the personnel were injured.

RESPONSIBILITY: 100% Materiel Failure.

*James B. Knapp*  
JAMES B. KNAPP,

Lt. Col., Air Corps.

*Robert E. Applegate*

ROBERT E. APPLGATE,

Lt. Col., Air Corps.

*Orville L. Wagner*  
ORVILLE L. WAGNER,  
Major, Medical Corps.

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

*Edward L. Wilson, Jr.*  
EDWARD L. WILSON, JR.,  
Major, Air Corps,  
Aircraft Accident Officer.

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date \_\_\_\_\_



S T A T E M E N T

On October 16, 1944, I was scheduled to fly Airplane #41-10198. Upon swinging upon east end of runway for take off power was applied 49" Hg and 2700 RPM. After plane rolled for a few seconds No. 4 Turbo "ran away" to 90" Hg. I applied full right rudder and plane still veered to left, so I added right brake. Co Pilot meanwhile retarded No. 4 engine. Plane veered to right. Co Pilot moved throttle to take off power again. No. 4 held, then "ran away" again. Was pulled off again while I still had full right rudder and right brake. Veered once more to right. This time plane was at edge of mat with brakes locked. Mat out left tire and it blew out. Landing gear on same side broke off up next to wing seconds later. Crash bar switch was cut off and idle cut off was made.

Nobody was injured. Plane was class 26.

I failed on occasion in not cutting power as soon as turbo ran away, instead of trying to get it under control and continue to take off.

*Rosser I. Bodycomb*

ROSSER I. BODYCOMB,  
1st Lt., Air Corps,  
Pilot.

TO BE FILLED IN BY STATION  
Station Serial No. \_\_\_\_\_ Date Submitted  
10-23-44

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 \_\_\_\_\_

|   |  |   |  |   |   |  |   |
|---|--|---|--|---|---|--|---|
| STATION<br>APO 520, New York, New York  |  | ORGANIZATION<br>726th Bombardment Squadron (H)                  |  |   |   |  |   |
| SUBJECT OF REPORT<br>Property Class-Name<br>OLE Strut Assy. Oleo, Main landing gear | Manufacturer<br>Delco  |   | AAF Order or Shipping No.                          |   |   |  |   |
| AIRCRAFT - Model & AAF Serial No.<br>B-24J 44-41198                                 |  | ENGINE - Model & AAF Serial No.                                 |  | UNIT OR ACCESSORY - Type, Model and Serial No.    |   |  |   |
| AIRCRAFT REPORTS ONLY<br>LAST D.I.R. - Depot  | Date   | Flying Time Since   |  | Total Flying Time                                 |   |  |   |
| ENGINE REPORTS ONLY<br>LAST OVERHAUL - Depot  | Hours Since  | Depots and Hours At Each Previous Overhaul                      |  |   |   |  |   |
| PART Name<br>Strut Assy, Oleo, Main Landing Gear                                    |  | Part Drawing, Serial and Specification No.<br>32L002-4 AC 40228 |  |   |   |  |   |
| Time in Use<br>164:55   | Quantity on Hand<br>30   | Quantity Known Defective<br>1                                   | No. Previous Failures<br>0                         | Manufacturer<br>Delco                             | Inspector's No. or Identification                         |  |   |
| Indicate by <input checked="" type="checkbox"/> Disposition of Exhibit              | <input checked="" 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 checked="" 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**

"MATERIAL FAILURE"

- During takeoff on routine bombing mission on 16 October 1944, the pilot of airplane 44-41198 noticed excessive manifold pressure on No. 4 engine while advancing throttles of all engines in unison. The No 4 throttle was reduced until a 45" Hg was obtained. The airplane swerved toward the right outer edge of the matted runway and the No 2 throttle was again advanced and the supercharger again ran away. Brakes were applied and the left main landing gear tire blew pivoting the airplane to the left causing subject landing gear to shear off at the uppermost weld. (Exhibits "A" & "B")
- HISTORICAL DATA: Installed on airplane at factory  
Total time at failure: 164:55
- CORRECTIVE ACTION TAKEN: None
- DISPOSITION: Strut turned into 60th Service Squadron APO 520 and tagged in reference to this UR.
- PREVIOUS REPORTS: None
- RECOMMENDATIONS: None
- REMARKS: Pilot reported manifold pressure exceeded 80" when it ran away. Air speed at time of incident was estimated at 50 MPH, all other instruments normal.
- PHOTOGRAPHS: . 9 Copies Exhibit "A", 9 Copies Exhibit "B".

*Samuel B. Richmond*  
SAMUEL B. RICHMOND,  
1st Lt., Air Corps,  
Engineering Officer

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ROUTING

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

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