WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

RESTRICTED

CONFIDENTIAL

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. 45-12-2-570

12-27-44

(1) Place Castelluccio AAF, Italy (2) Date 2 December 1944 (3) Time 0800

AIRCRAFT: (4) Type and model B-24J (5) A. F. No. 42-52047 (6) Station Castelluccio AAF, Italy

Organization: (7) 15th (Command and Air Force) (8) 451st (Group) (9) 724th (Squadron)

PERSONNEL

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	McKENNEY, WILLIAM H.	P	0-821324	1st Lt	18	AC	15th	None	No
CP	MOZLEY, THOMAS N. JR.	CP	0-825234	2nd Lt	18	AC	15th	None	No
N	HUBBELL, WILLIAM F.	N	0-2056597	2nd Lt	18	AC	15th	None	No
B	ROGERS, HAROLD (NMI)	B	0-716950	2nd Lt	18	AC	15th	None	No
E	Morkes, Raymond F.	E	37600534	T/Sgt	38	AAF	15th	None	No
R	Olson, George M.	R	37292849	T/Sgt	38	AAF	15th	None	No
AE	Moore, Ralph L. Jr.	AE	19414171	S/Sgt	38	AAF	15th	None	No
AG	Simpson, Myron T.	G	14154300	S/Sgt	38	AAF	15th	None	No
AG	Boots, Maywood (NMI)	AG	37728899	S/Sgt	38	AAF	15th	None	No
AG	Eberhardt, Harry L.	AG	34544680	S/Sgt	38	AAF	15th	None	No
F	Ferrari, Hohn T.	F	12076873	Cpl	38	AAF	15th	None	No

[redacted]

(20) McKenney (Last name) William (First name) H. (Middle initial) (21) 0-821324 (Serial number) (22) 1st Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 15th (Command and Air Force) (26) 451st (Group) (27) 724th (Squadron) (28) Castelluccio AAF (Station)

Attached for flying (29) ______ (Command and Air Force) (30) ______ (Group) (31) ______ (Squadron) (32) ______ (Station)

Original rating (33) Pilot (Rating) (34) 1-7-44 (Date) Present rating (35) Pilot (Rating) (36) 1-7-44 (Date) Instrument rating (37) ______ (Date)

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

(38) This type	B-24	203:15	(42) Instrument time last 6 months	
(39) This model	B-24J	144:15	(43) Instrument time last 30 days	
(40) Last 90 days		91:50	(44) Night time last 6 months	
(41) Total		620:15	(45) Night time last 30 days	

RECEIVED DEC 27 1944

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	W				Complete Destruction
(47) Engine(s)	W	W	W	W	
(48) Propeller(s)	W	W	W	W	

(50) Weather at the time of accident Broken strato-cumulus clouds 7-8/10th coverage at 4500 feet. Visibility unlimited. Winds northwest 12 miles per hour.

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

(52) Cleared from Castelluccio (53) To Castelluccio (54) Kind of clearance Combat

(55) Pilot's mission Combat

(56) Nature of accident Ship landed on runway and swerved off to the right through the field.

CLASSIFICATION CANCELLED OR CHANGED TO RESTRICTED BY AUTHORITY OF ______ BY J. E. C. DATE 1-10-46

(57) Cause of accident Pilot lost control of plane

(58) Yes

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16-28757-2

DESCRIPTION OF ACCIDENT

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

The responsibility for the accident was assigned to the following factors, Mechanical failure and personnel failure in the following ratio, mechanical 25 % personnel failure 75 %. This division of responsibility was made by the accident investigating board after carefully questioning personnel involved in the accident. It is the opinion of the board that the fact that the waste gate on number one engine was found closed, might have caused number one engine to produce more power, with the throttle retarded that the remaining three engines, thus explaining the tendency to turn to the right. This condition in itself was not the major cause of the accident but was a contributing factor. The major part of the responsibility for the accident has been assigned to pilot error since it is believed by the accident investigating board that the pilot and co-pilot displayed poor technique through out the emergency and showed very poor judgement on landing, by not feathering number one engine or cutting the mixture immediately on touching the runway as they knew that number one engine had been giving them trouble throughout the flight and did not make allowance for this fact on landing.

RECOMMENDATIONS: None

RESPONSIBILITY: 75% Pilot Error
25% Materiel Failure

JAMES B. KNARR,
Colonel, Air Corps,
Commanding.

LEROY L. STEFONOWICZ,
Lt. Col., Air Corps.

CLYDE L. WAGNER,
Major, Medical Corps.

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

FRANCIS J. HOLZMANN,
Major, Air Corps,
Aircraft Accident Officer.

Signature _____ (Investigating Officer)

Date _____

U. S. GOVERNMENT PRINTING OFFICE 16—26757-1

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

2 December 1944

SUBJECT: Accident Statement on Aircraft #42-52047, B-24J, on December 2, 1944.

TO : Whom It May Concern.

1. While running down the runway on takeoff the manifold pressure on #1 engine built up to 65 inches. The co-pilot had to pull the throttle almost all the way back to keep the manifold normal. The excessive M.P. was causing the Rpm's to runaway and it was necessary to keep hitting the feather button. The ampli-flyer was changed on #1 but to no avail.

2. The plane was then headed out to sea to salvo the bombs. About 3 or 4 miles out at sea the No.3 prop ran up to 4000 Rpm's. At the time the altitude was 3000 feet. By the time both #1 and #3 props were under control we had dropped to 300 ft.. The bombs were dropped when we started losing altitude.

3. The plane was headed back to the field and altitude was gained from 300 ft. to 1000 ft. Unable to contact the tower red flares were fired from the ship. A normal approach was made for a landing. The engineer was holding the #1 throttle all the way back to prevent excessive M.P. The plane was pulling very hard to the right and full left trim tab was cranked in and full left rudder applied. The plane straighted out and was landed. At once it started pulling very strong to the right and couldn't be kept on the runway. It went off to the right side of the runway and plowed across the field until it stopped.

4. The crew consisting of 11 men all got out safely.

William H. McKenney
WILLIAM H. MCKENNEY
1st Lt., Air Corps
Pilot

4 December 1944

S T A T E M E N T

SUBJECT: Crash landing of ship number 42-52047, which crashed when landing at 0800A 2 December 1944.

I was in the control tower and saw the ship on the final approach. Apparently the transmitter with which he tried to call the tower, was out, as we never heard him give us a call. From all appearances he was making a normal approach. The landing was very good. Right after the ship was well on the runway, it began to turn to the right. When the right gear got off into the soft dirt, the ship seemed to go completely out of control. I saw the right gear snap off, the right wing went down, causing the ship to slide on its side. The ship seemed to crumble just as it came to a stand still.

I certify that to the best of my knowledge the above statement is true and correct.

John A. Winden

JOHN A. WINDEN,
1st Lt., Air Corps,
Flight Control Officer.

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

2 December 1944

SUBJECT: Accident Statement on Aircraft #42-52047, B-24J, on December 2, 1944.

TO : Whom It May Concern.

1. At about an air speed of 100 M.P.H. the manifold pressure on #1 engine suddenly built up to 65 inches. I reduced the manifold pressure by feathering to a partial degree. By returning Rpm's to 2000 the M.P. was in limits, but had to be constantly feathered. After gaining a little altitude I made a delicate adjustment of the M.P. by throttle at 35 inches and 2100 Rpm.

2. We then headed out to sea to salvo our bombs and when several miles out #3 prop ran up to 4000 Rpm's. It was brought back with feathering button, but I had to continually feather and unfeather it to keep it from running completely away. #1 was also very undependable.

3. Coming in to land full left trim was applied by pilot and full left trim was applied after initial, gentle contact with the ground. The plane then pulled to the right and seemed not to respond to the pilot's efforts to straighten it out.

Thomas N Mozley Jr

THOMAS N. MOZLEY, JR.
2nd Lt., Air Corps
Co-pilot

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

2 December 1944

SUBJECT: Accident Statement on Aircraft #42-52047, B-24J, on December 2, 1944.

TO : Whom It May Concern.

1. At start of take-off everything was checked and found to be alright. About the time the ship left the ground we developed 60 inches in an instant on #1 engine. I changed the amplifier and it made no change in the manifold pressure.

2. We started to the sea to drop our bombs, and #3 prop started running away at very close intervals. We salvoed the bombs, and shortly thereafter I noticed my electrical system would cut off and come back in just as though the switches were being flipped on and off. Then it settled down and worked smoothly again, until we were about to land.

3. I held the #1 throttle clear back in order that we did not develope excessive manifold pressure. Our approach for landing was normal, but I heard the pilot say he couldn't get it to act on rudder or pull to the left. That is all I remember about it from then on, because I was thrown from my position.

Raymond F. Morkes

RAYMOND F. MORKES
T/Sgt, Air Corps
Engineer

MEDICAL OFFICER'S REPORT OF AIRCRAFT ACCIDENT

Station Investigating Accident - Castelluccio AAF, Italy

Place of Accident - Castelluccio AAF, Italy - Plane Type - B-24J

Mission - Combat - Date Accident - 2/Dec/44 - Time Accident - 0800

Manner of Occurrence and Probable Cause of Accident - The plane was headed back to the field and altitude was gained from 300 ft. to 1000 ft. Unable to contact the tower red flares were fired from the ship. A normal approach was made for a landing. The engineer was hold ing the #1 throttle all the way back to prevent excessive M.P. The plane was pulling very hard to the right and full left trim tab was cranked in and full left rudder applied. The plane straighted out and was landed. At once it sta rted pulling very strong to the right and couldn't be kept on the runway. It went off to the right side of the runway and plowed across the field until it stopped.

Pulot Name - McKenney, William H. - ASN 0-821324 - Age - 22 - Rating - Pilot

Total Pilot Hours - 690:15 - No. Previous Accidents - None - Date La st Physical Exam. - 2 July 1944 - History of Physical or Neurophsychric Defects - None

Copilot Name - Moz ley, Thomas M., Jr. - ASN 0-825234 - Age - 22 - Rating - Copilot

Total Pilot Hours - 555:05 - No. Previous Accidents - None - Date Last Physical Exam. - 2 July 1944 - History of Physical or Neurophsychric Defects - None

No. Persons in Plane - 11 - No. Persons Killed - 0 - No. Persons Injured - 0

No. Persons Not Injured - 11

EQUIPMENT CHECK:

Seats in good order? - Yes - Seat belts provided? - Yes - How many? - 2

In god order? - Yes - Shoulder harness prov ided? - Yes - How many? - 2

In good order? - Yes - Parachutes provided? - Yes - How many? - 11 - In good order? - Yes - Oxygen equipment provided? - Yes - Type - Demand - In good order? - Yes - Special safety devices? - None - Natural f actors which contributed to or pr even ed injury? - Ship landed on runway and swerved off to the r ight through the field.

General statement regarding accident with recommendations - None

Date - 4 December 1944

Clyde L. Wagner

CLYDE L. WAGNER
Major, Medical Corps
Group Flight Surgeon

WAR DEPARTMENT
AAF Form No. 54
(Revised 7-18-43)

WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

RESTRICTED

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

TO BE FILLED IN BY STATION	
Station Serial No.	Date Submitted
	12-7-44

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

STATION	ORGANIZATION
A.P.O. 520 U.S. Army	724th Bomb Sq. (H)

SUBJECT OF REPORT	Property Class-Name	Manufacturer	AAF Order or Shipping No.
	01-A Airplane complete	Consolidated	

AIRCRAFT - Model & AAF Serial No.	ENGINE - Model & AAF Serial No.	UNIT OR ACCESSORY - Type, Model and Serial No.
B-24J 42-52047		

AIRCRAFT REPORTS ONLY	LAST D.I.R. - Depot	Date	Flying Time Since	Total Flying Time
	New			191:05

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 →	Photographed and Prints Enclosed	Held for Instructions	Sent Under Separate Cover	Sent in Attached Package	Repaired and Returned to Service	Disposed of (Explain Below.)	To Overhaul Facility (INITIALS.)
	☐	☐	☐	☐	☐	☒	☐

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

EXPEDITE

1. Description of trouble:

Subject airplane was completely washed out on landing. The following is extracted from the Pilot's report.

"On take off #1 Man Press ran up to 65"Hg. was brought down to normal with the throttle, excessive R.P.M.'s were kept under control by using Prop Feathering Switch. #1 Engine turbo control amplifier was changed without effect.

Shortly after bomb load was jettisoned #3 Engine R.P.M.'s became excessive (4000 R.P.M.). Lost 2,700 ft. of altitude before both #1 & #3 R.P.M.'s were again under control by intermittent use of Prop Feathering Switches.

Returned to base, made normal approach for landing. Engineer held #1 throttle all the way closed to prevent excessive Man. Press. Airplane was pulling hard to right, straightened out with full left trim and rudder. Made landing and at once airplane began pulling strongly to the right and couldnt be kept on the runway." nor

2. When subject airplane left runway right wheel struck soft ground causing failure of Right Main Landing Gear. Plane was complete wreck when it came to rest. No personell were injured.

Inspection of wreckage revealed that #1 turbo waste gate was closed. Disassembly of waste gate linkage did not reveal any binding either in waste gate or linkage. All #1 turbo control components and nacelle harnesses were removed and bench checked satisfactorily. #3 Prop Governor was removed and disassembled r revealing no apparent cause for malfunctioning. Removal and inspection of accessories was performed by, 60th Service Sqdn.

Prop Governor was then installed on a non-operational B-24 and was subjected to a flight test for one (1) hour. Flight revealed no malfunctioning.

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

P.S.S. /B/M238b/500x100/7-44

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

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

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

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 →	Photographed and Prints Enclosed	Held for Instructions	Sent Under Separate Cover	Sent in Attached Package	Repaired and Returned to Service	Disposed of (Explain Below.)	To Overhaul Facility (INITIALS.)
	☐	☐	☐	☐	☐	☐	☐

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

EXPEDITE

revealed no malfunctioning.
Inspection of Prop Governor drive, #3 Engine revealed that drive was intact.

3. Disposition: Subject A/C was immediately taken over by the 60th Service Squadron, APO 520 U.S. Army.

4. Previous Unsatisfactory Reports on similar conditions: None.

5. Recommendations: None

6. Remarks: It has been impossible to further check operation of #1 Engine turbo controls in their orginal installation because of the extent of damage inflicted to Aircraft. #1 Engine turbo waste gate was fully closed and did cause excessive Man. Press. but no explaination is volunteered in view of the fact that neither of two amplifiers had affacted its position.
Excessive R.P.M.'s #3 Engine could have been caused by governor pilot valve sticking on a partacle of carbon, that would have been removed in the process of disassembly.

Stanley J. Pulcer
STANLEY J. PULCER
Captain, Air Corps,
Engineering Officer

RESTRICTED

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

P.S.S. 7-B-M238b-500x100-7-44