

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

(1) Place *Castelluccio Army Air Field, Italy* (2) Date *16 October 1944* (3) Time *0715*
AIRCRAFT: (4) Type and model *B-24 Liberator* (5) A. F. No. *44-41198* (6) Station *Castelluccio A/F*
Organization: (7) *Fifteenth* (8) *451st Bomb* (9) *726th Bomb* (Squadron) *7107*

PERSONNEL *15 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. Boddycomb, Resser I. | P. 0-683950 | 1st Lt. | 180 | AC | 15th | None | Me | | |
| C.P. Cooper, Alva S. | P. 0-1692892 | 2nd Lt. | 120 | AC | 15th | None | Me | | |
| N. Grapay, Sidney S. | N. 0-719350 | 1st Lt. | 18 | AC | 15th | None | Me | | |
| B. Barratt, Raymond L. | B. 0-773202 | 2nd Lt. | 18 | AC | 15th | None | Me | | |
| E. Duecaster, Albert C. | E. 35382109 | S/Sgt | 38 | AAF | 15th | None | Me | | |
| G. Collier, K.C. (i.e.) | G. 18220033 | Sgt | 38 | AAF | 15th | None | Me | | |
| G. Hall, Curtis L., Jr. | G. 18183136 | Sgt | 38 | AAF | 15th | None | Me | | |
| G. Buford, Coy | G. 18103201 | Sgt | 38 | AAF | 15th | None | Me | | |
| G. Wainstein, Manual | G. 11050075 | S/Sgt | 38 | AAF | 15th | None | Me | | |
| G. Lowe, Spencer G., Jr. | G. 18004033 | Sgt | 38 | AAF | 15th | None | Me | | |
| F. Haslett, P.A. | F. 38554386 | Cpl | 38 | AAF | 15th | None | Me | | |

PERSONNEL AND EQUIPMENT

(20) *Boddycomb Resser I.* (21) *0-683950* (22) *1st Lt.* (23) *12* (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) *None* (30) *None* (31) *None* (32) *None*
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) *Pilot* (34) *5-26-43* Present rating (35) *Pilot* (36) *5-25-43* Instrument rating (37) *2-25-44*
(Rating) (Date) (Rating) (Date) (Rating) (Date)

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

(38) This type *b-24* *101:20* (42) Instrument time last 6 months
(39) This model *b-24* *120:00* (43) Instrument time last 30 days
(40) Last 90 days *199:15* (44) Night time last 6 months
(41) Total *867:55* (45) Night time last 30 days

AIRCRAFT DAMAGE *1/4*

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

(50) Weather at the time of accident *CASTELLUCCIO* *FA*

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

(52) Cleared from *Castelluccio* (53) To *Combat* (54) Kind of clearance *Combat* *0*

(55) Pilot's mission *Combat* *0*

(56) Nature of accident *Aircraft crashed prior to take-off.* *08*

(57) Cause of accident *Uncontrollable turbo.* *Broked jet.* *37*

(58) Yes *63*

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 turbo ran away to 90 Hg. Upon trying to get take-off power again the turbo 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. APPLEGATE,

Lt. Col., Air Corps.

John L. Wagner

JOHN L. WAGNER,

Major, Medical Corps.

William H. McManus

WILLIAM H. McMANUS, JR.,

Major, Air Corps.

Edward L. Wilson

EDWARD L. WILSON, JR.,

Major, Air Corps,

Aircraft Accident Officer.

Signature

(Investigating Officer)

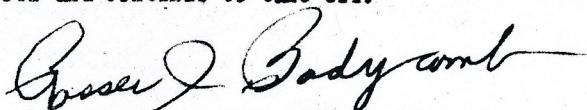
Date

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 cut 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.



ROGER I. BODDYCOMB,
1st Lt., Air Corps,
Pilot.

WAR DEPARTMENT
RESTRICTED
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AF Reg. 15-54 for information on Proper Use of this Form)

LEAVE BLANK

| | | |
|-------------------|----------|-------|
| A.S.C. Serial No. | Refer to | Class |
|-------------------|----------|-------|

TO BE FILLED IN BY STATION

| | |
|--------------------|----------------|
| Station Serial No. | Date Submitted |
| 10-23-44 | |

STATION
APO 520, New York, New York

ORGANIZATION
726th Bombardment Squadron (H)

| | | | | |
|--|--|--|---|--|
| SUBJECT OF REPORT | Property Class-Name O1B Strut Assy. Oleo, Main landing gear | | Manufacturer Delco | AMF Order or Shipping No. |
| AIRCRAFT - Model & AAF Serial No. | ENGINE - Model & AAF Serial No. | UNIT OR ACCESSORY - Type, Model and Serial No. | | |
| B-24J 44-41198 | | | | |
| AIRCRAFT REPORTS ONLY | LAST D.I.R. - Depot | | Date | Flying Time Since |
| ENGINE REPORTS ONLY | LAST OVERHAUL - Depot | | Hours Since | Depots and Hours At Each Previous Overhaul |
| P | Name Strut Assy, Oleo, Main Landing Gear | | Part Drawing, Serial and Specification No. 32L002-4 AC 40228 | |
| T | Time in Use 164:55 | Quantity on Hand 30 | Quantity Known Defective 1 | No. Previous Failures 0 |
| 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"

1. 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 4 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")
2. HISTORICAL DATA: Installed on airplane at factory
Total time at failure: 164:55
3. CORRECTIVE ACTION TAKEN: None
4. DISPOSITION: Strut turned into 60th Service Squadron APO 520 and tagged in reference to this UR.
5. PREVIOUS REPORTS: None
6. RECOMMENDATIONS: None
7. REMARKS: Pilot reported manifold pressure exceeded 30" when it ran away. Air speed at time of incident was estimated at 50 MPH, all other instruments normal.
8. PHOTOGRAPHS: 9 Copies Exhibit "A", 9 Copies Exhibit "B".

George B. Richmond
GEORGE B. RICHMOND,
1st Lt., Air Corps,
Engineering Officer

RESTRICTED

UR

ROUTING

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