

GENERAL SERVICES ADMINISTRATION  
NATIONAL ARCHIVES AND RECORDS SERVICES  
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND  
INCIDENT REPORTS  
1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

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

(1) Place: San Giovanni Air Base, Italy. (2) Date: 12 May 1945 (3) Time: 1030H  
 AIRCRAFT: (4) Type and model: B-24H (5) A. F. No.: 41-28798 (6) Station: APG 520  
 Organization: (7) 15th Air Force (8) 454th Bomb Gp (9) 738th Bomb Squadron (H)  
(Command and Air Force) (Group) (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. Greenspan, Franklin R.	P	0-828316	2nd Lt	18	AC	15 AF	None	No
2	CP Baldwin, Robert D.	P	T-64650	F/O	18	A.C	15 AF	Minor	No
	N. Skelton, Robert G.	N	0-2072542	2nd Lt	18	AC	15 AF	Minor	No
	E. Shoemaker, Malcolm G.	E	35148524	Sgt.	38	AC	15 AF	None	No
9	R. Neth, George E.	R	12163111	Sgt.	38	AC	15 AF	Minor	No
	G. Palumbo, Stefano (nmi)	G	12240869	Sgt.	38	AC	15 AF	None	No
	G. Maloney, John F.	G	32489395	Sgt.	38	AC	15 AF	None	No
	G. Watson, Calvin W.	G	38620309	Sgt.	38	AC	15 AF	None	No
	G. Acklin, Charles W.	G	37677286	S/Sgt	38	AC	15 AF	None	No

BOOK CHANGED WITH ACCIDENT

(20) Greenspan Franklin R. (21) 0-828316 (22) 2nd Lt. (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 15th Air Force (26) 454th Bomb (27) 738th Bomb Sq. (H) (28) APG 520  
(Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 15th Air Force (30) 454th Bomb (31) 738th Bomb Sq. (H) (32) APG 520  
(Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 15/4/44 Present rating (35) Pilot (36) 15/4/44 Instrument rating (37) 6/10/44  
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type: 242:00 (42) Instrument time last 6 months: \_\_\_\_\_  
 (39) This model: 29:55 (43) Instrument time last 30 days: \_\_\_\_\_  
 (40) Last 90 days: 29:55 (44) Night time last 6 months: \_\_\_\_\_  
 (41) Total: 271:55 (45) Night time last 30 days: \_\_\_\_\_

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft: <u>3</u>	Fuselage wrinkled from nose to rear bomb-bay;
(47) Engine(s): <u>3</u>	Cat-walk damaged beyond repair; Left wing damaged;
(48) Propeller(s): <u>3</u>	Airplane salvaged.

(50) Weather at the time of accident: CAVU

(51) Was the pilot flying on instruments at the time of accident: No  
 (52) Cleared from: San Giovanni (53) To: Return (54) Kind of clearance: Contact

(53) Pilot's mission: Group Formation Training

(54) Nature of accident: Landing Accident. Left main landing gear collapsed.

(57) Cause of accident: Side brace retracting collar lugs sheared preventing left main landing gear from latching.

(58) Has Para 24 been submitted: Yes, copy attached.

**IN**

**60**

**list**

DESCRIPTION OF ACCIDENT

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

The aircraft was returning to its home station from a routine formation training flight. The pilot was returning early after a little over an hour of flying because of suspected engine trouble. A normal traffic pattern was made with the landing gear handle being placed in the down position on the downwind leg. The gear came down and the gear selector handle jumped back into neutral position and the green "gear down and locked" light came on. The engineer checked the main gear through the waist windows and secured the nose wheel pin in position and reported the gear as being down and locked. The landing was reported to be normal by observers at the end of the runway and by the pilot and crew. Upon contact with the ground the left main gear started to fold up causing the airplane to swerve to the left and the pilot corrected with the throttle and brake. This made the left wing raise slightly, and the gear dropped into position, however, upon the next reduction of power, the wheel settled on the ground again and the gear folded immediately. The left wing dropped, hit the ground, and in attempting to keep the plane on the runway, the pilot blew out the right tire. The plane slid to a stop, still on the runway. The switches were cut and the crew abandoned ship.

It is the opinion of the Accident Investigating Board that the accident was caused wholly by materiel failure.

*William E. Hubbard*  
 WILLIAM E. HUBBARD II,  
 Major, Air Corps,  
 Investigating Officer.


*William E. Kavasch*  
 WILLIAM E. KAVASCH,  
 Major, Air Corps,  
 Investigating Officer.

*William R. Large, Jr.*  
 WILLIAM R. LARGE, Jr.,  
 Lt. Col., Air Corps,  
 Senior Officer - Aircraft  
 Accident Investigation Board.

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

Date 21 May 1945.

DATE	STATION	GROUP NO. & TYPE	AIRCRAFT MODEL	FLIGHT DATA						
				3	4	5	6	7	8	9
PERSONNEL CLASS	NAME - ASN - GRADE - ORGANIZATION	USE AS DIRECTED LOCALLY	454th DCU (H) SQUADRON NO. & TYPE	DUTY N OR I	DUTY N OR I	DUTY N OR I	DUTY N OR I	DUTY N OR I	TERMINALS AND MISSION	FLIGHT DATA
			788th Bomb (H)						FROM:	TO:
18	Greenspan, Franklin P. 2nd Lt. U-828316			P					APD 520	09:05
18	Baldwin, Robert D. P/O T-64650			CP					Local	10:30
18	Spelton, Robert G. 2nd Lt. U-372542			H					T	1:25
38	Shoomaker, Malcolm G. Sgt. 35148624			E						
38	Webb, George W. Sgt. 12163111			E						
38	Alumbo, Stefano Sgt. 12240869			G						
38	Maloney, John F. Sgt. 32489395			G						
38	Watson, Calvin W. Sgt. 38690309			G						
38	Acklin, Charles W. S/Sgt. 3767286			G						

**CERTIFIED CORRECT:**  
  
 JOHN P. SKINNER,  
 CAPT., AIR CORPS,  
 ENGINEERING OFFICER.

CHECKED: LEGIBLE AND CORRECT	TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A	TOTAL FLIGHT TIME <b>1:25</b>
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**AIRPLANE FLIGHT REPORT - OPERATIONS**

WAR DEPARTMENT  
A. F. FORM NO. 1  
REV. 11 JAN. 43

## AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
		BY	STATION		SERV. ICED	IN TANKS	NO. 1	NO. 2	NO. 3	NO. 4						
PREFLIGHT	5/12/45	0	A													
DAILY	" "	0	D													
25 HOURS	680:25		0	1ST		1700		128		128		125		128		
50 HOURS	680:25		5	2ND												
100 HOURS	730:25		2	3RD												
			0	4TH												
				5TH												

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION:
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1	2	
BOMBARDMENT						1. Pilots and Engng hangers inop (nis)
GUNNERY						2. Nav and Engng lights inop (nis)
CHEMICAL						
COMMUNICATIONS						
PHOTOGRAPHIC						
NAVIGATION						

EXCEPTIONAL RELEASE  
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL,  
AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED  
BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE  
AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT /s/ P. P. Greenspan

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.	AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
	ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
	HOURS TO DATE	42:10	54:20	242:35	118:55
	HOURS TODAY				
	TOTAL				
	OIL CHANGE DUE				
	CUMULATIVE CLEANING DUE				
	AIRCRAFT	HOURS TO DATE		665:25	
		HOURS TODAY			
		TOTAL			

CERTIFIED CORRECT:

*[Signature]*  
Capt., Air Corps,  
Engineering Officer.

DATE	AIRCRAFT DATA	AIRCRAFT DATA	ENGINE DATA
5 - 12 - 45	AIR FORCE 15th	COMPONENT Bomb	ENGINE MODEL R - 1630 - 43
STATION AID 520	COND. SERV. COND. OR DEPT. 304th Eng	AIRCRAFT MODEL B-24 H	SERIAL NO. R - 446685
CREW CHIEF OR ENGINEER	454th Bomb	AIRCRAFT SERIAL NO.	SERIAL NO. 01 - 312804
			SERIAL NO. R - 425654
			TOTAL FLIGHT TIME → : :

WAR DEPARTMENT  
ARMY AIR FORCES

UNSATISFACTORY REPORT

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
FN-45-989	5-18-45

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

LEAVE BLANK		
A. E. C. SERIAL No.	REFER TO	CLASS

STATION 557th Service Squadron APO 520		ORGANIZATION 718th Bomb Sq., 454th Bomb Gr. (H)	
SUBJECT Property Class—Rate Class OI-A		Manufacturer	AAF Order or Shipping No.
REPORT Consolidated B-24H Airplane		Consolidated	W-535-AC-14722
AIRCRAFT—Model & AAF Serial No. B-24H-16-1T 41-28798		ENGINE—Model & AAF Serial No.	
AIRCRAFT REPORTS ONLY LAST O. L. R.—Depot		Date	Flying Time Since
ENGINE REPORTS ONLY LAST OVERHAUL—Depot		Hours Since	Depots and Hours At Each Previous Overhaul
PART Name Collar, Side Brace Retracting		Part Drawing, Serial and Specification No. It. No. 3210241	
Time in Use 661.25	Quantity on Hand Four (4)	Quantity Known Defective One (1)	No. Previous Failures None
Disposition of Exhibit X	Photographed and Prints Enclosed X	Held for Instructions	Sent Under Separate Cover
		Sent in Attached Package	Repaired and Returned to Service
			Disposed of (Explain Below) X
			To Overhaul Facility (INITIALS)

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

**EXPEDITE**

- Trouble encountered:** On 10 May 1945, B-24H airplane 41-28798, while landing, had the left main landing gear collapse causing aircraft to be declared salvage.
- Facts:**
  - Investigation disclosed that the side brace retracting collar had apparently failed, either prior to or while landing. This was an old style side brace retracting collar with only three (3) actuating lugs.
  - Accompanying photographs show the apparent faulty welding of the arm to which the latch release link assembly is fastened. Also shown in photographs is the failure or shearing of lugs on side brace retracting collar.
  - Thorough check of actuating cylinders on both gears revealed no leakage, and locking mechanism on left side brace was serviceable.
- Probable causes:** It is believed that the above mentioned failures, either individually or combined, while landing, caused the failure of left main landing gear.
- Recommendations:** That an immediate and thorough investigation of the accompanying side brace retracting collar be made to insure against like failures on the same series and model airplanes.

ROUTING

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

UNSATISFACTORY REPORT

(See AAF Reg. 15-84 for information on Proper Use of this Form)

LEAVE BLANK

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
28-45-989	5-18-45

A. S. C. SERIAL No.	REFER TO	CLASS

STATION 557th Service Squadron APO 520	ORGANIZATION 738th Bomb Sq., 454th Bomb Gr. (H)
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SUBJECT OF REPORT Consolidated B-24H Airplane	Property Class—Name C1388 01-A	Manufacturer Consolidated	AAF Order or Shipping No. W-535-AC-18722
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AIRCRAFT—Model & AAF Serial No. B-24H-16-DF 41-28798	ENGINE—Model & AAF Serial No.	UNIT OR ACCESSORY—Type, Model and Serial No.
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AIRCRAFT REPORTS ONLY	LAST D. I. R.—Depot	Date	Flying Time Since	Total Flying Time
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ENGINE REPORTS ONLY	LAST OVERHAUL—Depot	Hours Since	Depots and Hours At Each Previous Overhaul
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PART Name Collar, Side Brace Retracting	Part Drawing, Serial and Specification No. Pt. No. 321024L
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Time in Use 661:25	Quantity on Hand Four (4)	Quantity Known Defective One (1)	No. Previous Failures None	Manufacturer Consolidated	Inspector's No. or Identification Unknown
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Indicate by "X" 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)
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GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:  
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

**EXPEDITE**

5. Disposition: Copies of this U.R. with side brace retracting collar and photographs turned in to the Engineering Officer of the 557th Service Squadron, 43rd Service Group.

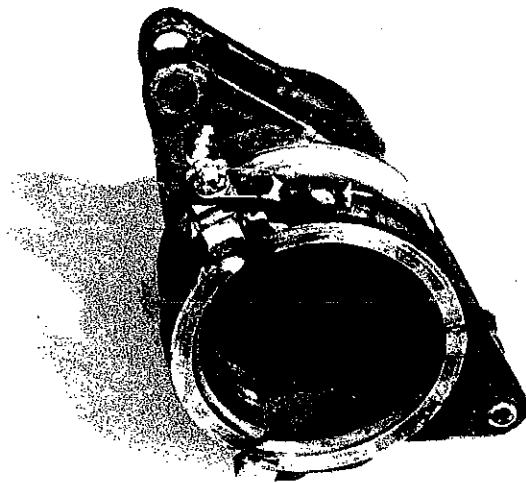
*John P. Stricker*  
JOHN P. STRICKER,  
Captain, Air Corps,  
Engineering Officer.

UR

ROUTING

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

UR



UR # FS 45-989 COLLAR, SIDE BEARING TO  
PWT # 326024L B-24-M 41-28796



STATEMENT OF  
FRANKLIN R. GREENSPAN

Accident of Aircraft 41-28798 which occurred on 12 May 1945.

On 12 May 1945, I started out on a practice formation flight in airplane 41-28798, a type P-24B aircraft. I left the formation early due to a bad number 3 engine. I made a normal traffic pattern to land North on the east run-way. The check list had been completed and the main landing gear and nose wheel were checked down and lock visually. The gear down and locked light burned, and the landing gear handle was in a neutral position.

I made an average landing. Upon contact with the ground, the plane started to the left and I heard a strong noise. My first impression was that the left tire blew out. I corrected for this, with right brake and left engine. The plane straightened out and I cut my power. The next thing I knew the left wing hit the ground, and number two prop broke off and kept banging up against my compartment.

The co-pilot, F/O Robert D. Baldwin, cut the switches and we slid to a stop. Every one immediately abandoned the aircraft.

*Franklin R. Greenspan*

FRANKLIN R. GREENSPAN,  
2nd Lt., Air Corps,  
0828316  
Pilot.

STATEMENT OF

F/O Robert D. Baldwin

Accident of Aircraft 41-28798 which occurred on 12 May 45.

On April 12th we took off on a practice formation flight. We were forced to leave the formation because of a bad NO #3 engine. We returned to the field and made a normal traffic pattern. We run through the check list and checked the landing gear. The gear handle was in a neutral position, the light was on, and the gear was checked visually by the engineer.

When we hit the ground we started to swerve to the left. The pilot, Lt Green-span, corrected this with throttle and brake and straightened the ship. When we cut the throttle we went down on the left wing. I cut the switches immediately and we skidded along the run-way to a stop. All the crew got out as quickly as possible.

*Robert D. Baldwin*  
ROBERT D. BALDWIN,  
F/O., Air Corps,  
Co-pilot.

STATEMENT OF  
Malcolm G. Shoemaker

Accident of Aircraft 41-29798 which occurred 12 May 1945.

We took off at 0905 and was with the formation for approximately one hour when we developed engine trouble. We left the formation just before reaching the Adriatic Sea at about 1015 to return to our base.

After getting back to the base the pilot was given landing instructions and the co-pilot and I went thru the check list. After the landing gear was put down in position, I turned the Aus-Hydraulic pump on, and went back to the waist to check the landing gear for "down and locked".

The gear was locked and I then went forward and put in the nose wheel pin. After taking care of these operations I looked at the landing gear light indicator and it was on. I then told the pilot that the landing gear was down and locked, and the nose wheel pin installed.

We came on in, and after landing went a few yards before the left landing gear collapsed. After the gear gave way, we skidded sideways down the run-way, but the Pilot managed to hold the plane on the run-way. The co-pilot turned the crash-bar off, and I opened the top-hatch. The plane came to a stop and everyone got away from it as soon as possible. We then stayed around for further instructions.

*Malcolm G. Shoemaker*  
MALCOLM G. SHOEMAKER,  
Sgt., 35148524  
Engineer.

