

WAR DEPARTMENT
San Francisco, California

HEADQUARTERS 115TH BOMB WING
APO #247, c/o Postmaster
San Francisco, California

WAR DEPARTMENT
U. S. ARMY AIR FORCES

Account No. _____

REPORT OF AIRCRAFT ACCIDENT

(1) Place Provisional Army Air Base #2 APO 247 (2) Date 10 February 1945 (3) Time 0745
AIRCRAFT: (4) Type and model B-29 (5) No. 42-65255 (6) Station Provisional AAB #2
Organisation: (7) 20AF, XXI B.C. (8) 505th Bomb Gr. (9) 43rd Bomb Sqdn.
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERCENTAGE CLASS	BRANCH	AGE POINTS ON COMBAND	STATUS TO PERSONNEL	USE OF PASSPORT
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1. A/C	Quay, Edward J.	P	0-668696	1st Lt.	01 2	AO	20 AF	Fatal 4	none
2. P	Lake, John F.	P	0-825910	2nd Lt.	18 2	AO	20 AF	Fatal 4	none
3. M	Petah, Victor J.	AO	0-698337	2nd Lt.	01 2	AO	20 AF	Fatal 4	none
4. M	Moneck, Richard W.	AO	0-1101972	1st Lt.	01 2	AO	20 AF	Fatal 4	none
5. M	Reck, Franklin I.	AO	0-868828	2nd Lt.	18 2	AO	20 AF	Fatal 4	none
6. M	Valala, Salvatore		32417801	S/Sgt	38 1	AO	20 AF	Fatal 4	none
7. M	Lora, Don S.		38387458	Sgt	38 1	AO	20 AF	Fatal 4	none
8. M	Hughes, Paul A.		18159901	Sgt	38 1	AO	20 AF	Fatal 4	none
9. M	Kemper, Jack R.		13187797	Sgt	38 1	AO	20 AF	Fatal 4	none
10. M	Laparie, Robert V.		13141708	Sgt	38 1	AO	20 AF	Fatal 4	none
11. M	Krivonak, John		33762283	Sgt	38 1	AO	20 AF	Fatal 4	none
12. M	Baker, Roscoe F. (bystander)		34099317	Pvt.	1	AO	20 AF	Fatal 4	none

PILOT CHARGED WITH ACCIDENT

(20) Quay, Edward J. (21) 0-668696 (22) 1st Lt. (23) 01 (24) AO
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Percentage class) (Branch)
Assigned (25) 20 AF, XXI B.C. (26) 505th (27) 43rd B. Sq (VB) (28) _____
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) _____ (30) _____ (31) _____ (32) _____
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 12/13/42 Present rating (35) Pilot (36) 2-18-42 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Instrument rating) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type 132:55 (39) Instrument time last 6 months _____
(39) This model 132:55 (40) Instrument time last 30 days _____
(40) Last 90 days 62:45 (41) Night time last 6 months _____
(41) Total 1769:10 (42) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(43) LIST OF DAMAGED PARTS
(43) Aircraft <u>W 4</u> <u>4</u> <u>4</u> <u>4</u>	
(44) Engine(s) <u>W 4</u> <u>4</u> <u>4</u> <u>4</u>	
(45) Propeller(s) <u>W 4</u> <u>4</u> <u>4</u> <u>4</u>	

(46) Weather at the time of accident Contact EH

(47) Was the pilot flying on instruments at the time of accident No
(48) Cleared from PROV AAB #2 (49) To Combat mission (50) Kind of clearance contact

(51) Pilot's mission combat

(52) Nature of accident Take-off

(53) Cause of accident Undetermined. Exploded. No evidence of any type available to determine primary cause of accident.

RESTRICTED

16-28757-2

DESCRIPTION OF ACCIDENT

(Under separate of course, issues concern responsibility and recommendations for action to prevent repetition)

Aircraft was loaded with eight (8) 500 lb G.P. bombs and two (2) 500 lb incendiary bombs. On take-off the airplane acted normally to all witnesses until approximately two-thirds of the way down the 8500 ft runway. At this point although nearly airborne the power was reduced and one application of the brakes was made. Flaps were dropped to the full down position and the nose wheel lifted clear off the ground as though in an attempt to increase the drag. This action at such high speed caused the lift to momentarily increase resulting in the left main wheels losing contact with the ground for a short distance. About 1200 ft from the end of the runway the brakes were again applied and apparently kept on. The airplane was slowed down to an estimated 40 MPH by the time the end of the runway was reached. No attempt was made to turn onto the taxiway, which could have been accomplished successfully. The airplane ran off the end of the runway and down a slope (this down grade estimated at 2%). A mound of dirt and coral approximately ten feet high and seventy feet long was hit. As the aircraft went up this mound it broke in two, fell on the far side and immediately exploded. There were no survivors. One bystander, approximately five to seven hundred feet away was killed by flying debris. The aircraft was so completely demolished that investigation to determine any reason why the Airplane Commander decided to stop his take-off roll was impossible. No reason can be afforded for failure of the airplane commander to turn the airplane onto the taxiway at the end of the runway.

Responsibility: UNDETERMINED.....100%

George G. Cook
GEORGE G. COOK
Major, Air Corps
Member

Dean C. Forbush
DEAN CLIFFORD FORBUSH
Capt, Air Corps
Member

Edward T. Scott
EDWARD T. SCOTT
1st Lt., Air Corps
Member

ATTACHMENTS:

1. Board Proceedings
2. Photographs

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DATE 12 Feb 45

Signature _____
(Investigating Officer)

Date _____

HEADQUARTERS 313TH BOMBARDMENT WING
APO #247, c/o Postmaster
San Francisco, California

360.33

12 February 1945

PROCEEDINGS OF AIRCRAFT INVESTIGATION BOARD
FOR ACCIDENTS

The Board convened on 12 February 1945 at Provisional Army Air Base #2, APO #247, pursuant to Special Order No. 14, paragraph 2, as amended by Special Order No. 25, paragraph 4, this headquarters, for the purpose of examining witnesses and determining cause of the aircraft accident involving B-29 airplane #42-65255.

First Witness, MAJOR VERNON BOGCOCK, 505th Bombardment Group, Op Engineering O.

MAJ COOK: Major Bogcock, you saw the attempted take-off of airplane #42-65255 on the morning of 10 February 1945. Will you give the board your observations?

MAJ BOGCOCK: I was standing mid-way between runway #1 and runway #3 on the east taxiway. I was watching the take-offs of all the planes. First, I noticed the airplane was when it came into view at the end of the runway. I estimate the speed of the plane at approximately 35 miles per hour. The brakes of the plane were on. I could tell by the way the dust was scuffing up behind the wheels. The plane headed directly toward the end of the runway and seemed to slow down somewhat. Then it went off the runway over an incline and hit an embankment approximately 500 feet away. When it hit, the plane broke in two, folded up and fell over on the opposite side. The moment it fell the bombs exploded.

MAJ COOK: Could you judge about where the fuselage broke in two?

MAJ BOGCOCK: Right aft of the wing, about ten feet.

MAJ COOK: Do you believe the plane hit the mound of earth at same speed it left the runway?

MAJ BOGCOCK: It had only slowed down a little. It probably hit at about 25 miles per hour.

LT SCOTT: Did you notice if the wheels were in a down position (I mean as though they were holding back and the plane was straining forward)?

MAJ BOGCOCK: Yes, I believe they were.

MAJ COOK: Have you any comments on maintenance problems encountered with this plane?

MAJ BOGCOCK: No comments.

LT SCOTT: Did you notice any manipulations of the throttle?

MAJ BOGCOCK: No. they seemed to be all the way back the whole time.

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Proceedings of Aircraft Accident Investigation Board of 12 Feb 45.

MAJ COOK: Had the plane made any previous missions?

MAJ BOCOCK: I don't know.

MAJ COOK: Since you were standing on the eastern taxiway, can you estimate how many vehicles were there and what type?

MAJ BOCOCK: I would say there were about 10 in the vicinity on both sides of the taxiway -- jeeps and 6 x 6's.

Second Witness, LT. J. R. BUCKLEY, 905th Bombardment Group, Ordnance Officer.

MAJ COOK: You are the Group Ordnance Officer of the 905th Bombardment Group, Lt. Buckley. Will you give the board the bomb load of airplane #42-65255.

LT BUCKLEY: Eight (8) Composition B General Purpose Bombs, (500 lb).
Two (2) M76 Incendiary Bombs (500 lb)

MAJ COOK: Were these bombs armed?

LT BUCKLEY: No they were not.

MAJ COOK: Can you give a feasible reason as to why they detonated?

LT BUCKLEY: My personal opinion is that the gasoline exploded first and set off the bombs. When the explosion occurred I was standing three-quarters of the way down the runway.

MAJ COOK: Could 500 lb GP bombs be detonated as a result of damage to the fuse?

LT BUCKLEY: Only if the vane cap of the nose fuse is off. It is possible for this cap to be broken off by a glancing blow. When this happens, the fuse is armed. Then a blow on the striker would detonate the bomb.

MAJ COOK: Did you find any bomb shackles?

LT BUCKLEY: No, I don't believe one was found.

MAJ COOK: Could the lifting force of the plane crash tear off the bombs?

LT BUCKLEY: It might. However, the bombs have a spring arrangement on the bomb rack. I would not know just how much of a jar it would take to shake the bombs loose. The shackle could be broken, however, as it is constructed to withstand a maximum force of only 1600 lbs.

MAJ COOK: From your position, did you notice any difficulties the pilot was having as he passed you?

LT BUCKLEY: I noticed that the throttle was cut back just before reaching the last part of the runway.

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MAJ COOK: Did the pilot use his brakes?

LT BUCKLEY: I would say he did not appear to be using his brakes.

LT SCOTT: Did you notice if he tried to use his emergency brake?

LT BUCKLEY: No. As he reached the end of the runway he seemed to pull the end of the nose up.

MAJ COOK: Did he put more flaps down?

LT BUCKLEY: I did not notice.

CAPT MEIGS: Did he seem to be having any engine trouble?

LT BUCKLEY: I didn't notice any trouble he might be having.

MAJOR COOK: Could you see the pilot?

LT BUCKLEY: No, I did not see him.

Third Witness, CAPT F. H. FITZGERALD, 483d Bombardment Sq. Engineering Officer

MAJ COOK: As Squadron Engineering Officer will you give us some comments on the maintenance difficulties that were encountered with the airplane which might have caused this accident?

CAPT FITZGERALD: The airplane was one of our best. We had no particular problems with it. Main problem was a burned out landing gear motor. One instrument had to be changed -- a temperature indicator. The ship aborted once due to the propeller governors. New prop governors with modified clips were installed in it. This ship was on the Kobe strike. Each of the 4 engines had 90.25 hours on them. A fuel pressure signal and defroster motor had to be replaced. We worried quite a bit about the fuel consumption on this plane. It required more power to keep up with other planes. The gross weight of the plane at take-off was 133,000 lbs. Low nose oil pressure on #2 engine was noticed by crew chief. Crew chief and instrument specialist bled the lines and pressure was brought back up to normal.

MAJ COOK: What was Form 1A status of the plane?

CAPT FITZGERALD: It was on red diagonal for cracked running light glass and the drift meter was precessing slightly. We had it on emergency requisition.

MAJ COOK: Was it the first time you had had trouble with nose oil pressure?

CAPT FITZGERALD: Yes, it was the first trouble we had.

MAJ COOK: When was the ship last flown prior to the date of accident?

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CAPT FITZGERALD: Kobe mission, approximately 4 days before. Since that mission the ship had equivalent to 100-hour inspection minus plug change, refraction test and valve check.

Fourth Witness, T/SGT GEORGE WACKES, Crew Chief, 483d Squadron

MAJ COOK: As Crew Chief of the plane in question, I would like to have you give us some information on recent maintenance on the ship.

SGT WACKES: The plane had flown a mission 5 days prior to the accident and had had the regular between mission inspection, which is the regular 100-hour inspection minus plug change, refraction test and valve check.

MAJOR COOK: As a result of between mission inspection were there any major maintenance problems?

SGT WACKES: No, sir. Just prior to this take-off the nose oil pressure gave a low indication so we had to bleed the line. After the line was bled the pressure was checked and found to be okay.

MAJ COOK: Had all 4 propeller governors received modified resistor clips?

SGT WACKES: Yes, they all had the modified clips.

MAJ COOK: What was the Form 1A status of the ship?

SGT WACKES: Red diagonal. Drift meter needed constant caging. A glass was also cracked on one running light.

MAJ COOK: In making between-mission check, was 100-hour inspection work sheet used?

SGT WACKES: Yes, this form was used. It was in the Form 1A and probably burned with the ship.

MAJ COOK: May I see the Form #41B?

SGT WACKES: Yes, sir.

MAJ COOK: Can you give me the gas load of the ship?

SGT WACKES: Approximately 7500 gallons.

MAJ COOK: The form shows excessive heating on #2 engine.

SGT WACKES: Yes, that was two flights ago. We changed carburetor and set it down. I checked installation and found it satisfactory.

MAJ COOK: I can't find any reports in the 41B that would have any bearing on this case.

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MAJ COOK: Sgt Wackes, did you check the Form "F" and can you give us the take-off weight of the ship?

SGT WACKES: 132,368 pounds was the total gross weight.

MAJ COOK: You had contact with the pilot just before take-off time. Would you have noticed anything about his physical and mental condition?

SGT WACKES: Physically he was alright, but he seemed worried about the gasoline load. The Flight Engineer was also worried. They were of the opinion that the mission could not be completed with the fuel supply given them.

MAJ COOK: Did they mention gas consumption to you that morning?

SGT WACKES: They checked the tanks and seemed nervous about it.

Fifth Witness, PFC H C LAWRENCE, ASN 37567186, MP

MAJOR COOK: You were an MP on duty on the airdrome at the time of the accident, were you not?

PVT LAWRENCE: Yes, sir.

MAJ COOK: Do you remember approximately where you were standing when the accident occurred?

PVT LAWRENCE: I was standing at the intersection of runway #1 and the east taxi strip.

MAJ COOK: Will you give me a brief description of what you saw?

PVT LAWRENCE: As the plane approached me up the runway it seemed to swerve to the left. The pilot seemed to be trying to slow the ship down. I thought he was trying to turn on to either of the taxi strips, instead he went right off the runway, hit a mound of dirt, broke in two and fell over the top. I would say he was going about 40 miles an hour.

MAJ COOK: Were you able to see the pilot?

PVT LAWRENCE: I didn't notice the pilot. I saw the man in the left side blister. I heard three series of explosions in rapid succession.

MAJ COOK: Were there any vehicles parked on taxiway?

PVT LAWRENCE: Yes, sir, there were four trucks on side of the taxiway leading to Service Center "C" and four trucks on the taxiway leading the other way. I also believe there were two jeeps and several weapons carriers on the east edge of the taxiway.

Proceedings of Aircraft Accident Investigation Board of 12 Jan 45.

MAJ COOK: Did you have instructions to keep vehicles off runways?

PVT LAWRENCE: My only instructions were to stop vehicles from crossing runway during take-off.

Sixth Witness, PFC R L HARMON, ASN 34652232, MP

MAJ COOK: You were an MP on duty on the taxiway at the time the accident occurred, were you not?

PVT HARMON: Yes, sir.

MAJ COOK: Do you remember where you were standing?

PVT HARMON: I was standing in the middle of the taxiway, stopping traffic from crossing runway.

MAJ COOK: How many vehicles did you see on taxiway?

PVT HARMON: I don't remember seeing any vehicles on the taxiway. There were some on the side of the taxiway, however. There was an oil truck, I remember.

MAJ COOK: Will you please outline just what you saw?

PVT HARMON: I was watching the plane come toward me. The front wheels were off the ground, but it seemed the pilot was trying to slow the plane down. Finally the wheels came back down, and the pilot was still trying to stop the ship. I noticed that the flaps were down.

MAJ COOK: Did you notice if the flaps were down more than they would be on an average take-off?

PVT HARMON: I didn't notice that.

MAJ COOK: How fast do you estimate the plane was traveling?

PVT HARMON: Between 40 and 50 miles per hour.

MAJ COOK: Would you say the pilot attempted to turn the plane off on to the taxiway?

PVT HARMON: No, I don't think he did.

George S. Cook
GEORGE S. COOK
Major, AC
Senior Member
Aircraft Accident
Investigation Board

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