



Accident No. 75-3-2-507

Date

Checked by DM 3-26-75

Analyzed by \_\_\_\_\_

Copied for Wright  
Field by \_\_\_\_\_

Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**RESTRICTED**

ACCIDENT NO.

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place R/W 23 AAF 123 - APO 558 (2) Date 2 March 1945 (3) Time 0922

AIRCRAFT: (4) Type and model B24 J (5) A. F. No. 44-40134 (6) Station AAF 123  
 Organisation: (7) VIII (8) 458 Bomb (H) (9) 753d Bomb Sq (H)

**PERSONNEL**

DUTY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	MC COY, WILLIAM R. JR.	P	0-778526	2d Lt	18	AC	VIII	None	No
CP	REA, JOHN G.	P	0-833409	2d Lt	18				
M	EVANS, ROBERT E.		T-131820	F/O	17				
E	HEALY, EUGENE J. JR.		33107261	Sgt.	38	AAF			
RO	HEBERT, BEULAS P.		38498218	Sgt	38				
G	BROMLEY, DEVERETT E.		38305475	Sgt	38				
G	FITZGERALD, CLARENCE F. JR.		36742050	Sgt	38				
G	FOUTCH, FRANKLIN A.		36884408	Sgt	38				
G	GRANCER, JOHN		33836506	Sgt	38				

**PILOT CHARGED WITH ACCIDENT**

(20) MC COY WILLIAM R JR. (21) 0-778526 (22) 2d Lt (23) 18 (24) 1

Assigned (25) VIII (26) 458 Bomb G (27) 753d Bomb (H) (28) AAF 123

Attached for flying (30) VIII (31) 753d Bomb (H) (32) AAF 123

Original rating (33) Pilot (34) 23 May 44 Present rating (35) Pilot (36) 23 May 44 Instrument rating (37) 5 Sept 44

**First Pilot Hours:**

(at the time of this accident)

(38) This type. 198:10 (42) Instrument time last 6 months. 43:45  
 (39) This model. 124:55 (43) Instrument time last 30 days. 3:00  
 (40) Last 90 days. 88:50 (44) Night time last 6 months. 19:40  
 (41) Total. 198:10 (45) Night time last 30 days. 3:05

**AIRCRAFT DAMAGE**

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft. <u>M</u>	Requiring salvage.
(47) Engine(s). <u>-</u>	
(48) Propeller(s). <u>-</u>	

(50) Weather at the time of accident Wind WNW 18 MPH - Vis 6 miles - 5/10ths coverage at 1000' - 3/10ths coverage 3000'

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from AAF 123 (53) To AAF 123 (54) Kind of clearance Contact

(55) Pilot's mission Operational

(56) Nature of accident Landing accident

(57) Cause of accident Pilot Error 100%

(58) No form being submitted.

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Incl #6 -

8/5/45

DESCRIPTION OF ACCIDENT

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

About 0922 on 2 March 1945, B24 J, 44-40134 piloted by Lt MC COY ran off the end of R/W 23 when landing causing nose wheel to col lapse.

Ship landed with 6000 pounds of bombs md about 2900 gallons of gasoline, having aborted on operational mission two hours after take-off due to failure of an electric suit.

The caravan operator states that the ship came over the end of the R/W at 75 to 100 feet a nd touched down 1000 to 1500 feet from end of R/W. Pilot states he was not aware of landing long but soon realized he was going to have trouble stopping.

The plane came to rest about 100 feet past the end of the R/W with the nose wheel collapsed.

Nose section was damaged to such an extent that repair of A/C is impractical.  
Assessment of Responsibility: 100% Pilot Error.

RECOMMENDATIONS:

That in a ll cases where the pilot is in doubt about landing with a bomb load he shoul d jettison bombs before attempting to land.

Pilots should be continually cautioned to use all avail able R/W when landing.

Signature Rolland H. Rue  
(Investigating Officer)

ROLLAND H. RUE,

Major, Air Corps,

Air Inspector

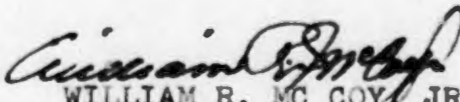
Date 4 March 1945,

1  
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S T A T E M E N T  
of

WILLIAM R. MC COY, JR, 2d Lt, O-778526, 753d Bombardment Squadron,  
458th Bombardment Group (H), AAF 123, APO 558.

~~Returned to field with bomb load and full load of gas.~~  
Reason was to pick up electric suit for Navigator and return on Mission as soon as possible. Navigator's suit became inoperative in flight. Made approach higher than necessary but made normal landing in the first third of the runway. ~~Possibly didn't use brakes soon enough to stop and ran off end of runway.~~ The nose wheel buckled due to the rather high ridge at the end of the runway. The weight and the load of the ship was not anticipated after landing and speed was not killed soon and fast enough.

  
WILLIAM R. MC COY, JR  
2d Lt, Air Corps,  
Pilot.

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FLYING CONTROL  
AAF 123 APO 558

2 MARCH 1945

ACCIDENT STATEMENT

AT APPROXIMATELY 0922 HOURS THIS DATE B-24 #134  
"R" PILOTED BY LT. MC COY, RAN OFF THE END OF R/W 23  
AFTER LANDING. THE AIRCRAFT WAS ABORTING FROM AN OP-  
ERATIONAL MISSION AND STILL HAD ITS BOMBS ABOARD. THE  
PILOT OVERSHOT AND COULDNT SLOW DOWN ENOUGH TO TURN OFF  
ONTO PERIMETER TRACK. CREW UNINJURED, AIRCRAFT A WASH-  
OUT. WIND AT TIME OF LANDING ALMOST DIRECT CROSSWIND,  
AND RUNWAY IN USE ONLY AVAILABLE ONE AT TIME.

WEATHER: WNW AT 13 M.P.H.-VIZ. 6 MILES

*Robert A. Quinlivan*

ROBERT A. QUINLIVAN  
1ST LT., AIR CORPS  
FLYING CONTROL OFFICER

COPY:  
FORM 14 (GROUP OPERATIONS)  
FILE

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1  
44-40134-Type B24-J



Lead plane of the 44th Bombardment Group, #44-40134 - Type B24-J





Loadmaster's Office, USAF # 44-40134-Type B24-J



(GAP 72-1-458) 2-8-45 (No. 44-40134 Type C-4-J)



(GAP 77-1-458) 2-8-45 (No. 44-40134 Type C84-J)



(GAD 12-1-45) 2-3-45 (No. 44-40134 Type B-4-J)