

Accident No.

44-11-1-44

Pilot's Name

Rooney, Robert J 2nd Lt.

07 Nature Group

Take off

56 Specific Nature

Immediate forced

17 Underlying Nature

landing

Prop pitch control

100% 15 Cause Group

Powerplant

57 Specific Cause

Prop accessories

72 Underlying Cause

Control governor cable

came off control wheel

Cause Group

Specific Cause

Underlying Cause

352

Date

2-24-44

Received from Accident Information Section, AAF Form 14

Pilot

Rooney, Rob J

Accident No.

44-11-1-44

This record will be in Room #

1431

, if needed.

Received by

J B

Released by

yo

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

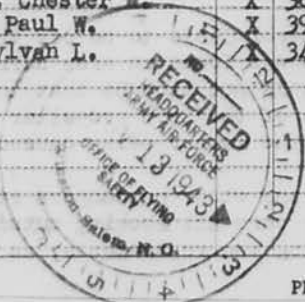
44-11-1-44
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88019

(1) Place AAF, Lake Charles, La. (2) Date 1 November 1943 (3) Time 1235 CWT
AIRCRAFT: (4) Type and model RD-25B (5) A. F. No. 40-2301 (6) Station AAF, Lake Charles, La.
Organization: (7) 3rd Bomber Comd. (8) 416th Bomb. (9) 670th Bomb.
3rd Air Force (Group) 8860 (Squadron)

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	Rooney, Robert J.	P	0-261102	2nd Lt.	00	AC	3rd AF	None/	None
GP	Nordstrom, Arthur W.	P	0-684399	2nd Lt.	01	AC	3rd AF	None/	None
E	Spillett, Sidney (nmi)	E	32378047	S/Sgt.	20	AC	3rd AF	None/	None
X	Maziasz, Chester W.	X	36177150	Sgt.	20	AC	3rd AF	None/	None
X	Laning, Paul W.	X	39006559	S/Sgt.	20	AC	3rd AF	None/	None
X	Bird, Sylvan L.	X	34782368	Cpl.	20	AC	3rd AF	None/	None



PILOT CHARGED WITH ACCIDENT

(20) Rooney, Robert J. (21) 0-261102 (22) 2nd Lt. (23) 00 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 3rd Air Force (26) 416th Bomb. (27) 670th Bomb. (28) AAF, Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 3rd Air Force (30) 416th Bomb. (31) 670th Bomb. (32) AAF, Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1 Jul 43 Present rating (35) Pilot (36) 1 Jul 43 Instrument rating (37) None
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOUR:

(at the time of this accident)

(38) This type 53:45 (42) Instrument time last 6 months 27:00
(39) This model 10:15 (43) Instrument time last 30 days 9:00
(40) Last 90 days 119:30 (44) Night time last 6 months 20:30
(41) Total 123:00 (45) Night time last 30 days 12:00

AIRCRAFT DAMAGE

DAMAGE			(46) LIST OF DAMAGED PARTS
(46) Aircraft	M 4		Engines repl. in acc. with TO 02-1-15. Props completely demolished, all blades bent. Fuselage buckled on Right and Left sides. Right and Left nacelles torn underneath and buckled on top.
(47) Engine(s)	M 4 4		
(48) Propeller(s)	W 5 5		

(50) Weather at the time of accident High broken, low scattered 1500 Ft. Visibility 8 Mi.
Temperature 82. Dew Point 66. Wind SE 9 mph. Altimeter setting 30.14.

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

(52) Cleared from Lake Charles, La. (53) To Laurel, Miss. (54) Kind of clearance Contact.

(55) Pilot's mission Ferry and transportation.

(56) Nature of accident On take-off left wing dropped twice. Pilot said it was impossible to keep airplane flying so cut engines and made "belly" landing.

(57) Cause of accident Pilot noticed no change in engines, etc., and was too busy to watch instruments. Co-Pilot had same experience. Left Governor Control Cable came off the Governor Control wheel; the tension of the Speeder Spring allowed the left propeller to go into full high pitch, resulting in loss of power in left engine, necessitating a forced landing.

58. Was Form #54 submitted? NO

DESCRIPTION OF ACCIDENT

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

The pilot taxied to the Northwest end of the Northwest-Southeast Runway (#14), checked his magnetos, ran up the engines, and after preparing the ship properly for take-off, was cleared, and made a normal take-off, beginning to pull up at an approximate air speed of 105 Mph. The pilot signalled "Wheels Up", and at an approximate altitude of 20 Ft., the left wing dipped suddenly, and Pilot thought it was due to the prop-wash from the airplane that took off ahead of him. However, immediately following this, the left wing again went down, this time rather severely, and the Pilot states he thought for an instant that the wing would hit the ground. However, he got the wing up, but soon knew from the way the controls felt that it was impossible to keep the airplane in the air, so he started an approach for landing, and made a "belly" landing in a rice field approximately 2000 Ft. off the Southeast end of the take-off runway, the tail touching the ground first. No personnel injured.

Examination showed the left Governor Control Cable to be off the Governor Control Wheel, with about 6" of slack. No damage was found in area surrounding cable through engine diaphragm or firewall, so it is not thought that the above condition was sustained in the crash. Two blades of the left propeller were found in full high pitch, and one blade was feathered, the latter being caused by the crash.

The Pilot and Co-Pilot, the Crew Chief, and other passengers stated they noticed no change in engine sounds, etc., as they were all looking outside to see where they were going to land. No one was watching the instruments, as it was apparent a crash landing was imminent.

CONCLUSION:

It is the opinion of the Committee that the accident was caused by material failure in that the left Governor Control Cable came off of the Governor Control Wheel, the tension of the Speeder Spring allowing the left propeller to go into full high pitch, resulting in loss of power in left engine.

RECOMMENDATION:

1. Tank of 100 Octane gasoline for take-off and landings for possible emergency single engine operation.
2. More frequent inspection.
3. Check prop-pitch mechanism immediately before each take-off.

Walter L. Pursley
WALTER L. PURSLEY.
Major, Air Corps
Member, Acc. Committee

John G. Napier
JOHN G. NAPIER
Capt., Air Corps
Member, Acc. Committee

352

Signature

Sidney A. Price
SIDNEY A. PRICE
Major, Air Corps
Pres., Acc. Committee

Date 2 November 1943

10
DATE

43

AAF, Lake Charles
STATION416 Bomb (L)
GROUP NO. AND TYPERB-25B
AIRCRAFT MODELS/Sgt. Spillett S.
CREW CHIEF OR AERIAL ENGINEER
56th Training Wing
3rd Bomb Comd
3rd Air Force670th Bomb (L)
SQUADRON NO. AND TYPE40-2301
AIRCRAFT SERIAL NO.

PERS. CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA		
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION
1	2	3	4	5	6	7	8	9	
00	Rooney, Robert 2nd Lt. 670 026102	8-9-10	P					FROM:	
01	Nordstrom, Arthur W. 2nd Lt. 0-684399 - LCAAF - 670th	8-9-10	GP					TO: LOCAL	12:30
20	Spillett, Sidney S/Sgt. 670 - 23278047 - LCAAF		E					MISSION: T	12:35 NO. OF LANDINGS: 1
20	Laning, Paul W. S/Sgt. 39006559 - Hq & Hq - LCAAF		X					FROM:	
20	Bird, Sylvan L. Cpl. 34782368 - LCAAF - Hq.		X					TO:	
20	Maziars, Chester W. Sgt. 36177150 - LCAAF - 670		G					MISSION:	NO. OF LANDINGS
								FROM:	
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								FROM:	
								TO:	
								MISSION:	NO. OF LANDINGS

A CERTIFIED TRUE COPY.

Ralph Bown, Jr.
RALPH BOWN, JR.
1st Lt., Air Corps
Engineering Officer

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER.
CLERK
TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF
TOTAL
FLIGHT
TIMEWAR DEPARTMENT
A. A. F.
FORM NO. 1
2-2-42

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	11-1-43	Atchison AAF, Lake Charles															
DAILY	11-1-43	S															
25 HOURS	923:54			1ST							140		140				
50 HOURS	948:54			2ND													
100 HOURS	998:54			3RD													
				4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	B	Brown	
GUNNERY		Brown	
CHEMICAL			
COMMUNICATIONS	M	Moore	LCAAB
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY	EXPLANATION:				
<table border="1" style="width: 100%; height: 40px;"> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> </tr> </table>		1	2	3	4
1	2				
3	4				

EXCEPTIONAL RELEASE

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

RELEASED FOR FLIGHT { 1. /s/ R.J. Rooney
2. _____

REMARKS: PILOTS AND MECHANICS -SEE INSTRUCTIONS INSIDE FRONT COVER.

#1 Rooney, Robt. J. 2nd Lt. Belly landing at 1230.

A CERTIFIED TRUE COPY.

Ralph Brown, Jr.
RALPH BROWN, JR.
1st Lt., Air Corps
Engineering Officer

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	84:46	15:14		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	E.C.	E.C.		
CUNO CLEANING DUE	923:48	923:48		
	HOURS TO DATE		902:04	
AIRCRAFT	HOURS TODAY			
	TOTAL			

LCAAB - Right Brake Depooster Replaced (Spillet)

E.C. 10/29/43 Turrets not installed (Brown)

ENGINE DATA				AIRCRAFT DATA			AIRCRAFT ORG. DATA			CREW CHIEF OR AERIAL ENGINEER				
TOTAL FLIGHT TIME	(4) ENGINE SERIAL NO.	(3) ENGINE SERIAL NO.	(2) ENGINE SERIAL NO.	(1) ENGINE SERIAL NO.	ENGINE MODEL	AIRCRAFT SERIAL NO.	AIRCRAFT MODEL	COMPONENT	SQUADRON NO. AND TYPE	GROUP NO. AND TYPE	COMMAND CORR'S AREA OR DEPT.	AIR FORCE	STATION	DATE





RESTRICTED

G 2474-575P) CRASH (B25B AC 40-230) (GR 416 SQ 670) (I-4312:35P) (63/8 F11) (M. S. E. LCAF LAKE CHARLES L

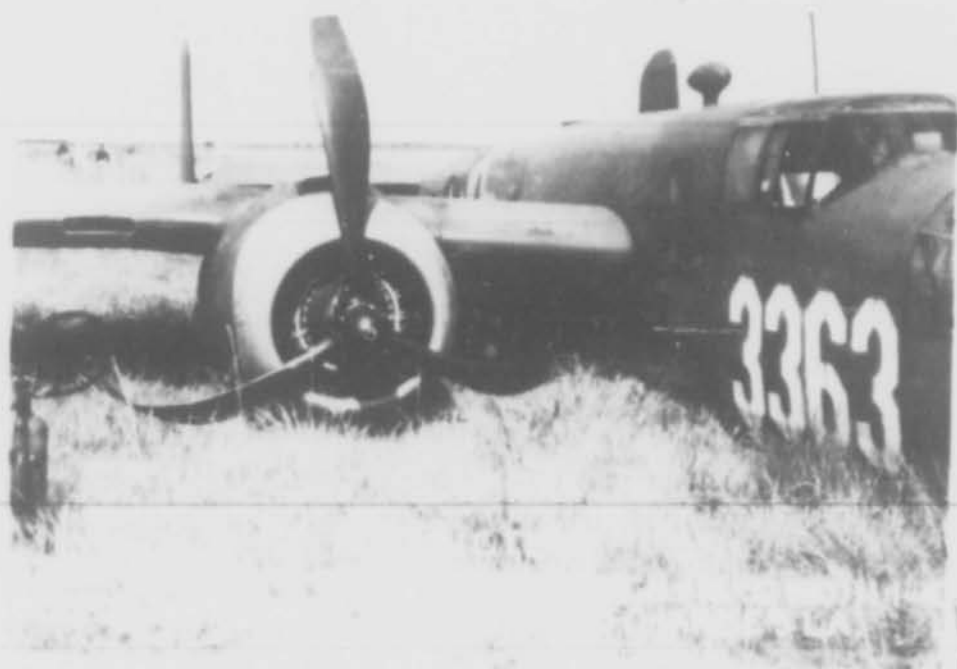


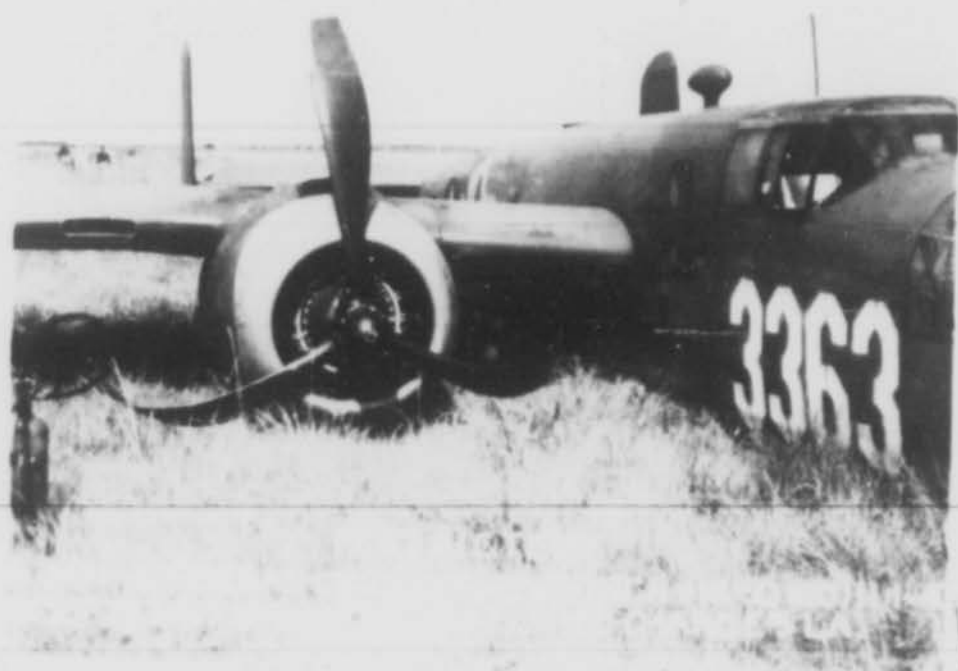
RESTRICTED

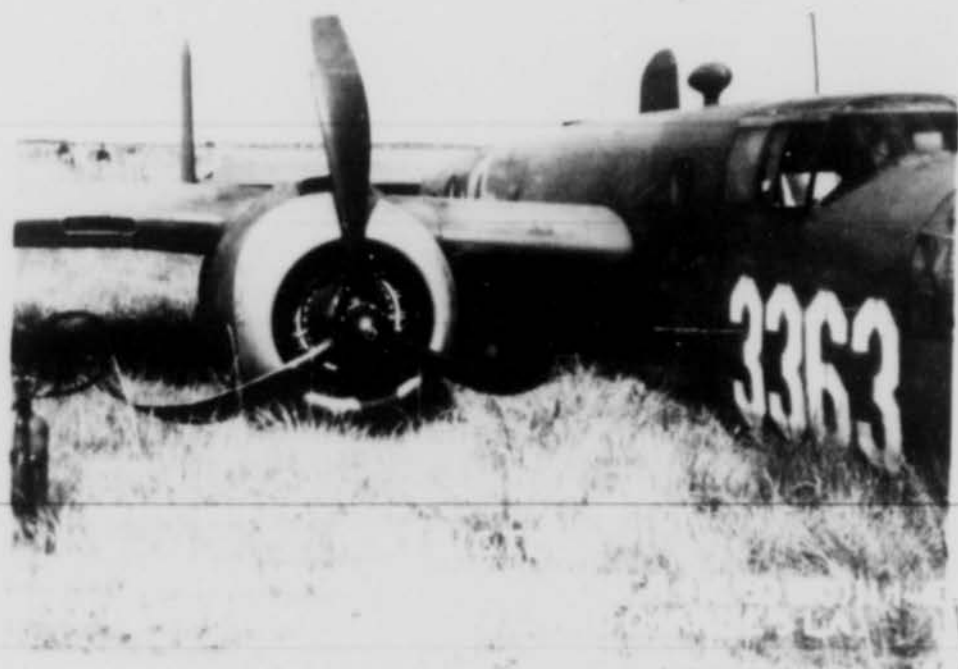
G 2472-575P) CRASH (B25B AC 40-230) (GR 416 SQ 670) (I-4312:35P) (63/8 F11) (M. S. E. LCAF LAKE CHARLES L.A.













HEADQUARTERS
LAKE CHARLES ARMY AIR FIELD
Office of the Commanding Officer

Lake Charles, La.
10 November 1943

SUBJECT: Aircraft Accident Report.

TO : Headquarters, Flight Control Command, Army Air Forces,
Winston-Salem, North Carolina.

Submitted herewith is report of accident officer of accident involving 2nd Lt. Robert J. Rooney, AC, ASN O-261102, in RB-25B Airplane, AF #40-2301, on 1 November 1943, at this station.

For the Commanding Officer:

1 Incl.
AAF Form #14
with incls.

Joseph H. Mierman
W. D. MIERMAN
CWO, USA
Adjutant

352