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Accident No. 43-5-29-2

Date

Checked by _____ 6-17-43

Analyzed by _____ 6-15

Copied for Wright Field by _____ _____

Notes _____

(Nature Group 04 STALL - AT - LOW - ALTITUDE - (INVERTED)

(

(Specific Nature 11 WITHOUT - ENGINE - FAILURE -

(

(Underlying Nature 76 PROP - WASH -

(Cause Group 01 LACK OF JUDGEMENT -

(

(Specific Cause 13 MOMENTARY - LAPSE - OF - MENTAL - EFFICIENCY -

(

(Underlying Cause 17 CARELESSNESS -

388:6-43

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WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

ACCIDENT No. 119

WAR DEPARTMENT
MacDill Field, Tampa, Florida
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place MacDill Field, Tampa, Florida (2) Date May 29, 1943 (3) Time 0940 EWT

AIRCRAFT: (4) Type and model B-26B20 (5) A. F. No. 41-31762 (6) Station MACDILL FIELD, FLA #260

Organization: (7) III Bomb. 3rd A.F. (8) 391st Bomb (M) (9) 574th Bomb Sq. (M)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

(10) Duty	(11) NAME (Last name first)	(12) Rating	(13) Serial No.	(14) Rank	(15) Personnel Class	(16) Branch	(17) Air Force or Command	(18) Result to Personnel	(19) Use of Parachute
P	Martin, Elmer D.	P	0-663959	2nd Lt.	01	AAF	III	Fatal	None
CP	Richardson, Edgar R.	P	0-735664	2nd Lt.	01	AAF	III	Fatal	None
BM	Rogonowski, Edward R.	BM	0-738396	2nd Lt.	01	AAF	III	Fatal	None
T	Fusone, Samuel R.	T	33118679	S/Sgt.	29	AAF	III	Fatal	None
R	Kimmerele, Fred G.	R	13006272	S/Sgt.	29	AAF	III	Fatal	None
G	Canavit, Frank	G	36346313	S/Sgt.	29	AAF	III	Fatal	None

PILOT CHARGED WITH ACCIDENT

(20) Martin (Last name) Elmer (First name) D (Middle initial) (21) 0-663959 (Serial number) (22) 2nd Lt. (Rank) (23) 01 (Personnel class) (24) Air Corps (Branch)

Assigned (25) III Bomb 3rd A.F. (Command and Air Force) (26) 391st Bomb (Group) (27) 574th Bomb Sq. (Squadron) (28) MACDILL FIELD FLA #260 (Station)

Attached for flying (29) III Bomb 3rd A.F. (Command and Air Force) (30) 391st Bomb (M) (Group) (31) 574th Bomb Sq. (M) (Squadron) (32) Myrtle Beach, S.C. (Station)

Original rating (33) P (Rating) (34) 3-5-42 (Date) Present rating (35) P (Rating) (36) 3-5-42 (Date) Instrument rating (37) ——— (Date)

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

(38) This type	211:10	23.9	(42) Instrument time last 6 months		———
(39) This model	211:10	95.7	(43) Instrument time last 30 days		———
(40) Last 90 days	196:05	35.7	(44) Night time last 6 months		———
(41) Total	1,581:20	95.7	(45) Night time last 30 days		———

AIRCRAFT DAMAGE

DAMAGE		(49) LIST OF DAMAGED PARTS
(46) Aircraft	W S	Airplane crashed and completely burned
(47) Engine(s)	L (W) R (W)	
(48) Propeller(s)	L (W) R (W)	

HQ. III F.C. FLYING SAFETY
RECEIVED
1943 JUN 14

(50) Weather at the time of accident Contact - See attached weather report

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

(52) Cleared from Myrtle Beach (53) To MacDill (54) Kind of clearance Contact

(55) Pilot's mission Field Order #5 391st Group Operations - Problem, fly review at MacDill, land refuel and return Myrtle Beach. 75 - (IN - FORMATION)

(56) Nature of accident Landing Accident

(57) Cause of accident Airplane involved coming in for landing too close to another ship - prop wash from ship ahead caused pilot to lose control of airplane - ship rolled and crashed.

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DESCRIPTION OF ACCIDENT

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

Prior to the accident, the ship had taken part in an assimilated attack and aerial review at MacDill Field, Tampa, Florida, made by the 21st and 391st Bomb Groups (H) AAF. The formation had taken interval for landing and the ships were all in the traffic pattern. The ship that crashed was #2 to land and when at an altitude of about 200 feet the plane was observed to bank first to the left and then to the right. The plane did a half roll to the right and crashed in an inverted position about 100 yards short of the Runway - the ship immediately burst into flames. All on board were killed. The responsibility rests with the pilot inasmuch as he showed poor judgement in attempting to land too close to the ship ahead of him.

FINDINGS:

1. That the interval between the ship that crashed and the ship ahead of him in the landing pattern was not sufficient.

2. That the plane that crashed, got caught in the prop wash while on final approach.

3. That the pilot in attempting to lengthen the interval between ships had his throttles cut all of the way which caused the engines to load up.

4. That the pilot in attempting to regain control of the airplane applied power to both engines and due to the overload condition of the engines the right engine did not catch. This together with the position of the airplane with the right wing down threw them over onto their back and into the ground.

RECOMMENDATION:

1. That all groups establish a S.O.P. for landing out of a formation and that it is stressed that safety is of primary importance and not to see how close the landings can be made.



Signature Lyle E. Johnston (Investigating Officer)
LYLE E. JOHNSTON, Major, Air Corps
Louis R. Grossmith
LOUIS R. GROSSMITH, Major, Air Corps
Alvin E. Hixon
ALVIN E. HIXON, 1st Lt., Air Corps

Date June 8, 1943

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STATEMENT OF 2ND LT. THOMAS E. HAMBLIN,
391ST BOMBARDMENT GROUP (M), 574TH BOMB SQ.

On May 29, 1943 I was flying Ecelon Formation on the right wing of Lt. Martin in 8762. We pulled off on base leg at about 5 second intervals. The first ship in formation landed, the second ship was apparently too close and at about 200 feet above the ground the ship went up on the left wing to almost vertical. Then the pilot apparently regained control for a second and then the ship did a half roll to the right and crashed to the ground nose first in an inverted position. The plane immediately burst into flames.

/s/ Thomas E. Hamblin
2nd Lt., A.C.
391st Group
574th Sqdn

CERTIFIED A TRUE COPY:
Lyle F. Johnston
LYLE F. JOHNSTON,
Major, Air Corps.

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STATEMENT OF MAJOR DONALD K. BRANDON,
391ST BOMBARDMENT GROUP (M), 574TH BOMB SQ.

I was ship number four (4) in the traffic pattern. As I was turning on my final approach I heard the tower call "ship number two you are too close. Go around." Just a few seconds after this I saw the smoke and flames from the crash.

/s/ Donald K. Brandon
Major, Air Corps.

CERTIFIED A TRUE COPY:
Lyle F. Johnston
LYLE F. JOHNSTON,
Major, Air Corps.

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Crash B-26 No. 1762, May 29, 1943

0931 - Plane 8120 Lead ship of 6 ship formation called for landing instructions and was given runway #31 and told to call on downwind leg.

0942 - Plane 8120 called on downwind leg and was given #1 in pattern and told to call on final.

0942 - Plane 4775 Lead ship in another formation called on downwind leg and was given #2 formation to land, there is one formation in front of you. No. 1 formation was making a close in tactical approach. No. 2 formation was making a normal approach. There was at least a 3 mile difference between downwind leg of #1 and #2 formations.

0943 - Plane 7582 leadship in another formation called on downwind for landing sequence. You are #3 formation in pattern, 2 formations ahead, suggest you go around.

0943 - Ship No. 8087 asked for landing instructions. 3 formations ahead of you, go around.

0943 - Sgt. Conklin on microphone saw 3 B-26's on final approach with landing gear lowered. As they began their descent toward the runway, Sgt. Conklin noticed one of the three ships directly above the leading ship. It was apparent that both ships could not land in that position. He called "Two ships on final, one about 200 feet and the other 400 feet, you are too close, top ship go around - - top ship go around". He repeated the call until top ship retracted landing gear and started going around. Just as this top ship pulled up, ship #3 in 1st formation was seen to bank to towers left and then to the right. Conklin immediately ran to crash phone to put out call and did not see final plunge. Where plane crashed is obscured of view from tower.

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James R. Choy
JAMES R. CHOY
2nd Lieut. Air Corps

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OFFICE OF THE OPERATIONS OFFICER
313TH BOMBARDMENT SQUADRON (M)
MACDILL FIELD, FLORIDA

May 29, 1943

SUBJECT: Aircraft Accident of B-26, Serial No. 1762.

TO : BASE OPERATIONS OFFICER, MacDill Field, Tampa, Florida.

1. On the above date at 0944 A. M., I as Airdrome Officer of the Day, on duty in the control tower observed the following in connection with this accident:

a. A formation of three B-26's called the tower on the downwind leg. The ships did not begin to break formation until they were turning on the base leg. The landing gear of all ships came down simultaneously, while they were turning on the final approach. As the ships neared the field for the landing, the first ship was cleared to land, the second ship which was above the other two was sent around the pattern by the control tower operator. The third ship, which was still very close was already beginning to yaw from apparent "prop-wash" of the landing ship, first to the left, then right, and then into a half-roll to the right, hitting the ground upside down from an altitude of approximately 100 feet.

William R. Bruce
WILLIAM R. BRUCE
1st. Lieut., A. C.

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DETACHMENT FOURTH WEATHER SQUADRON
MacDill Field, Tampa, Florida

June 5, 1943

SUBJECT: Weather Conditions in the vicinity of MacDill Field on May 29, 1943

TO : Base Operation Officer.

1. The general weather in the vicinity of the field during the morning of May 29, 1943 was high broken to scattered, with scattered clouds at two thousand feet. The visibility was seven miles, becoming unrestricted.

2. The following is a true copy of the observess report at MacDill Field during the period:

TIME:
EWT

0830 VT C ⊕/20⊕7 193/80/70↘7/010 507
0930 VT C ⊕/20⊕ 196/82/72↓↘8/011
1030 VT C ⊕/20⊕ 196/85/71↘9/011
1130 VT C ⊕/20⊕ 193/85/71→↘8/010 900

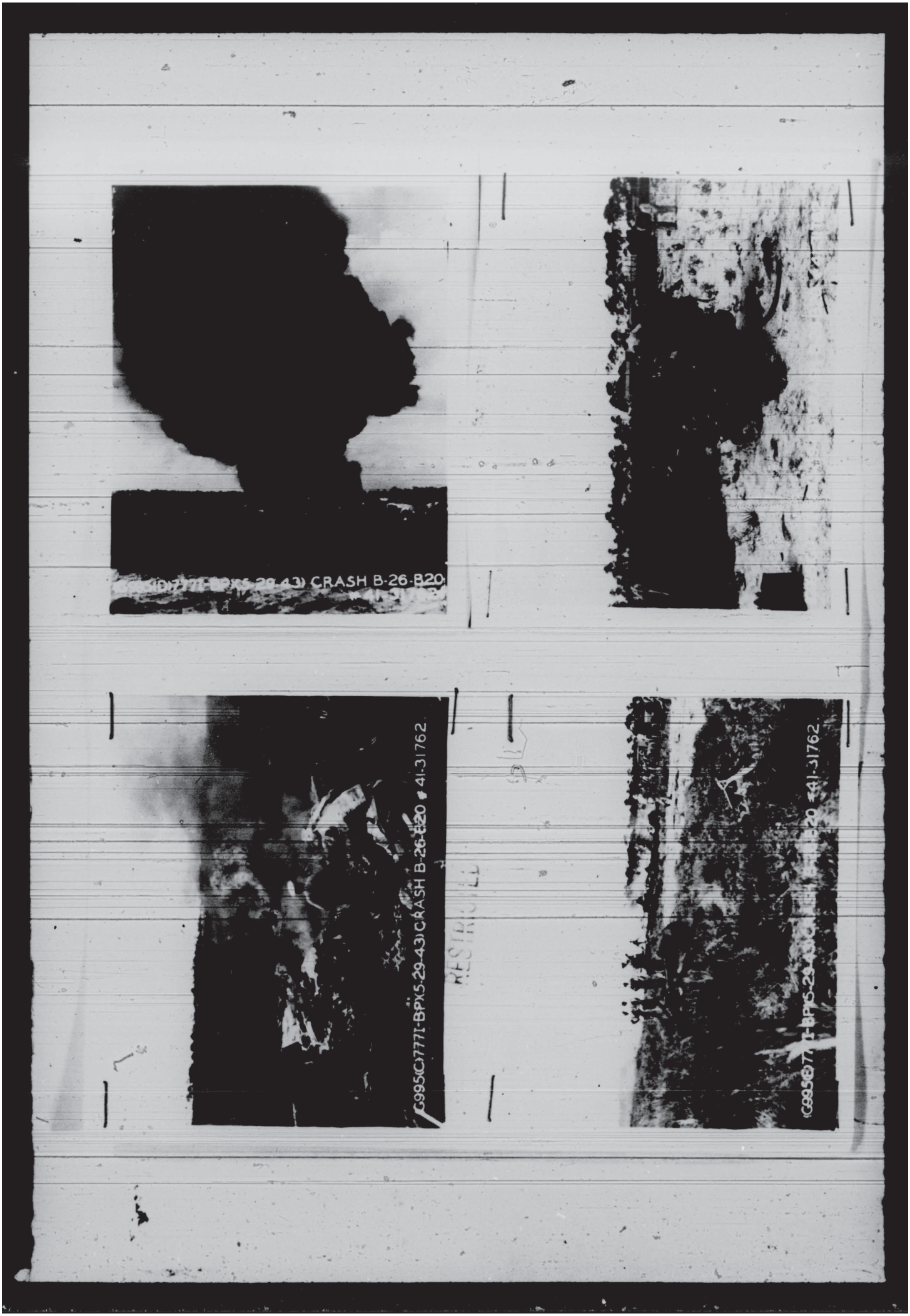
Paul K. Rummel

PAUL K. RUMMEL
Captain, Air Corps
Station Weather Officer

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HEADQUARTERS AIR BASE AREA COMMAND - MACDILL FIELD, FLORIDA
OFFICE OF THE AREA COMMANDER

G-gmk

TAMPA, FLORIDA
June 9, 1943

In reply refer to:
360.33

SUBJECT: Technical Report of Aircraft Accident.

TO : Commanding General, Army Air Forces, Washington D.C.

Inclosed herewith is AAF Form No. 14 covering aircraft accident occurring at MacDill Field, Tampa, Florida, May 29, 1943 involving B-26B20 airplane No. 41-31762, pilot - 2nd Lt. ELMER D MARTIN, AC, 574th Bomb Squadron, 391st Bomb Group, Myrtle Beach, S.C.

For the Commanding Officer:

ROGER HICKS,
1st Lt., A.C.
Adjutant.

1 Incl:
Technical Report.

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Date ~~2 4 7 6~~

Received from Accident Information Section, AAF Form 14

Pilot Martin, Elmer, D

Accident No. 43-5-29-X

This record will be in Room # 1431, if needed.

Received by ~~KC~~

Released by ~~WP~~

22422-B

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ARMY AIR FORCES
HEADQUARTERS FLIGHT CONTROL COMMAND
WINSTON-SALEM, NORTH CAROLINA

For Action AIU ✓
For Info. CS
For File M&R

DATE 5/29/43

[X] T. W. X. [ ] TELEGRAM [ ] RADIO

INCOMING MESSAGE NO. MSG 37 ARL 234 MAY 29/43

MACDILL FIELD TAMPA FLA MAY 29 1943 "P" 1530Z

CG AAF WASHINGTON D C

MCD M 534 OPN PERIOD

A MAY 29 1943 0944 EWT MACDILL FIELD FLORIDA

B ELMER D MARTIN SECOND LIEUTENANT ORC 3AF MYRTLE BEACH S C

C LANDING ACCIDENT

D PILOT ELMBER D MARTIN SECOND LIEUTENANT ORC 3AF FATAL CO-PILOT EDGAR R RICHARDSON SECOND LIEUTENANT ORC 3AF FATAL BOMB-NAV EDWARD V POGONOSKI ~~SECOND LIEUTENANT ORC 3 AF FATAL ENGINEER SAMUEL R FASONE~~ STAFF SGT AUS FATAL RADIO OPR FREDERICK E KIMMERLE STAFF SGT AUS FATAL GUNNER FRANK L CANAVIT STAFF SGT AUS FATAL

E ASSIMILATED ATTACK ON MACDILL FIELD FLORIDA

F CAVU G B-26B20 AC NO 41-31762

H MYRTLE BEACH SOUTHCAROLINA

I CRASHED AND BURNED

J UNKNOWN K TURNED OVER TO MACDILL SUB DEPOT

L NONE M AFACG NOTIFIED PERIOD END

VOSS ABAC MACDILL FIELD

RECD IN AAF MESG CENT 291626Z
RECD IN AFAFC 291555 EWT
RELEASED TO TWX 291600 EWT
MH 16 40 EWT

43-5-29-2

313:5-43

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MACDILL FIELD TAMPA FLA MAY 29 1943 "P" 1530Z

COMMANDING GENERAL ARMY AIR FORCES WASHINGTON D C

MCD M 534 OPN PERIOD

A. MAY 29 1943 0944 EWT MACDILL FIELD FLORIDA

B. ELMER D MARTIN SECOND LIEUTENANT ORC 3AF MYRTLE BEACH S C

C. LANDING ACCIDENT

D. PILOT ELMER D MARTIN SECOND LIEUTENANT ORC 3AF FATAL CO-PILOT EDGAR R RICHARDSON SECOND LIEUTENANT ORC 3AF FATAL BOMB-NAV EDWARD V POCONOSKI SECOND LIEUTENANT ORC 3AF FATAL ENGINEER SAMUEL R FASONE STAFF SGT AUS FATAL RADIO OPR FREDERICK E KITTERLE STAFF SGT AUS FATAL GUNNER FRANK L CANAVIT STAFF SGT AUS FATAL

E. ASSIMILATED ATTACK ON MACDILL FIELD FLORIDA

F. CAVU G. B-26B20 AC NO. 41-31762

H. MYRTLE BEACH SOUTH CAROLINA

I. CRASHED AND BURNED

J. UNKNOWN

K. TURNED OVER TO MACDILL SUB-DEPOT

L. NONE M. AFACC NOTIFIED PERIOD END

VOSS AMAC MACDILL FIELD

RECD IN AAF MESG CENT: 291626Z
TPS

DISTRIBUTION

AFPMP (3cys)
AFDFS (4cys)
AFTAS
AFATC
AFDBS-2
AFBFO
AFMSC
AFDMA
AFTT / (2cys)
AFTAG
AFMAG

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HQ. AAF., DIRECTOR OF FLYING SAFETY
JUN 1 1943
DIR. OF FLYING SAFETY

43-5-29-2

43-5-29-2

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