

RESTRICTED

ACCIDENT No. 188

WAR DEPARTMENT
Godman Field, Fort Knox, Kentucky
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place Six (6) Miles S.W. Godman Field, Ky. (2) Date 25 September 1943 (3) Time 1200-CWT.
AIRCRAFT: (4) Type and model L-38 (5) A. F. No. 42-36126 (6) Station Godman, 412th Sub-Depot
Organization: (7) Air Service Command 412th Sub-Depot

PERSONNEL

DATE	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)
01 P	TALTON, JOHN R.	P	0-795859	2nd Lt.	01	AAF.	3rd AF.	None	None
06 X	BEAVERMAN, EUGENE A.	BN	0-741230	2nd Lt.	01	AAF.	3rd AF.	None	None
							3rd BC		

PILOT CHARGED WITH ACCIDENT

(20) TALTON JOHN R. (21) 0-795859 (22) 2nd Lt. (23) 01 (24) AAF.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 3rd Bomber Com. (26) 391st Bomb (27) 575th Bomb (28) Godman Field
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 3rd Air Force (30) 391st Bomb (31) 575th Bomb (32) Godman Field
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 14 Jan. 43 Present rating (35) Pilot (36) 2-2-43 Instrument rating (37) None
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 2.2 (42) Instrument time last 6 months Not Involved
(39) This model 2.2 (43) Instrument time last 30 days Not Involved
(40) Last 90 days 253.6 (44) Night time last 6 months Not Involved
(41) Total 617.6 (45) Night time last 30 days Not Involved

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>See Inclosure No. 5</u>	
(47) Engine(s) <u>4</u>	
(48) Propeller(s) <u>1</u>	

(50) Weather at the time of accident C A Y U

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

(52) Cleared from Godman Field (53) To Local (54) Kind of clearance CFR

(55) Pilot's status Transition Training

(56) Nature of accident Emergency Landing

(57) Cause of accident Pilot error, error of technique

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DESCRIPTION OF ACCIDENT

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

The pilot took off on a local flight and flew to Zone #3 about seven (7) miles South West of Godman Field. Here he executed a few power-off stalls and then proceeded to simulate a forced landing from 1000 feet. As he tried to clear the engine at four hundred (400) feet it cut out completely.

The switches and gas were cut. The landing was a very rough three point landing on rough terrain. The landing gear collapsed and twisted the right wing, both of which will have to be replaced.

OPINION: (1) That the proper gliding angle was not maintained to keep the propeller windmilling. (2) That had the ship been landed normally and into the wind, the damage would have been less. (3) That pilots of heavier aircraft be given more transition training time on small ships.

Donald E. Brandon
DONALD E. BRANDON,
Major, Air Corps,
President, A. C. C.

Ernest N. Ljunggren
ERNEST N. LJUNGGRÉN,
Major, Air Corps,
Member, A. C. C.

Signature

Jackson V. Rambeau
JACKSON V. RAMBEAU,

Major, Air Corps.

Date, 6 October 1943.

Investigating Officer, A. C. C.

FLIGHT REPORT - ENGINEERING

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INSPECTION STATUS

ENGINEERING 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	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS		
PREFLIGHT	6-25-43	Gillette	Godman Field	1ST	3	12										
DAILY	6-25-43	Gillette	Godman Field	2ND	2	12										
25 HOURS				3RD												
50 HOURS				4TH												
100 HOURS				5TH												

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS			
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY

1. ☐ 2. ☐
3. ☐ 4. ☐

EXPLANATION:

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. J. E. Talton
2. J. E. Talton

REMARKS PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

1. Lt. Talton - OK
2. Lt. Talton - Engine cut put landing gear washed out on forced landing.

A CERTIFIED TRUE COPY:

Julius A. Klemm
JULIUS A. KLEMM
1st Lieut., Air Corps.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	193.1			
HOURS TODAY	1.3			
TOTAL	194.7			
OIL CHANGE DUE				
CURD CLEANING DUE				
AIRCRAFT	HOURS TO DATE	193.1		
	HOURS TODAY	1.3		
	TOTAL	194.7		

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PILOTS STATEMENT

26 September 1943

On September 25th, at approximately 11:00 GMT I was flying airplane #42-26126 (Type L-3B) in local area #3, about three miles due west of Vine Grove, Lt. Braverman, 574th Bomb. Sqdn. was riding as passenger in the front seat. At the time I was flying at an indicated altitude of 1000 ft. I "cut" the throttle with the intention of executing a simulated forced landing in a nearby pasture. At an altitude of 500 ft. above the ground the engine stopped and I realized an actual forced landing in the field I had chosen was necessary. Telling Lt. Braverman of this, I cut the switch and glided the plane into the field and landed it in a stalled attitude. Neither Lt. Braverman nor I were injured. The landing gear of the plane was demolished and one of the wheels punched a small hole in the fabric on the underside of the left wing.

Information pertinent to accidents:

About an hour before the above mentioned flight I was flying the same airplane (#42-26126) locally and had to make a "dead-stick" landing on the end of runway #35 due to engine failure on the final approach.

I reported the incident to Mr. Joseph Gillette, deport mechanic. He decided the carburetor should be adjusted so the engine would idle at a higher R.P.M. Later, Mr. Gillette, informed me that the adjustment had been made, and that the airplane was ready for flight again.

After taking off, I broke traffic and climbed to an indicated 2000 ft., southwest of the field (Area #3). I made three power-off stalls, after which, I was going to simulate a forced landing before we went back to the home field.

I throttled back to approximately 800 R.P.M. and glided the airplane down to an indicated 1000 ft. In the area three miles due west of the town of Vine Grove. I picked out a meadow and headed into the field, slightly cross-wind and diagonally across the field, which was large enough, but rather hilly. I intended to go as low as 500 feet and then to climb the plane out of the field. I was careful to make sure that the throttle was not altogether closed since, I remembered that the engine had quit once before on an earlier flight, evidently due too low an idling speed. The engine was turning at approximately 700-800 R.P.M. and had not been throttled back long enough to cause excessive loading up with carbon. As I started to clear the engine with the throttle, it stopped firing and the prop ceased turning.

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Pilots Statement (cont'd.)

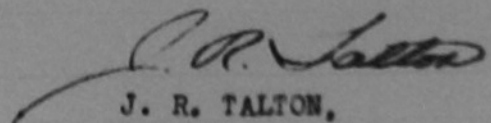
Estimating my altitude at 150-200 ft. I cut the switches and prepared to land. I picked out the most likely looking part of the field, which was clear of obstacles, but rose to a rather steep slope. Afraid that the plane would nose over on the slope, if I attempted a wheel landing, I levelled off about five feet in the air and completely stalled the plane in for a three point landing.

The impact was too much for the gear, which gave way, causing the plane to rock forward on its nose and then to settle back on its belly-the tail down-hill.

As neither of us were injured Lt. Braverman and I climbed out of the ship and inspected the damage. At that time Jones Whelan, the farmer in whose pasture we landed, ran from a nearby cornfield and offered us assistance. I instructed Lt. Braverman to remain by the plane while Mr. Whelan drove me to Vine Grove, where I contacted Base Operations and informed the Asst. Operations Officer of the forced landing. He arrived about an hour later and I directed him to the scene of the accident.

As soon as the photographer and salvage truck had arrived, and the necessary statements had been gotten from Mr. Whelan, Lt. Braverman and I returned to Godman Field and reported to our respective flight surgeons for physical examination. Both of us were immediately returned to flying status.

NOTE: The weather was contact with gusty winds from 350° approximately 15 M.P.H.



J. R. TALTON,
2nd Lieut., Air Corps,
Pilot, 575th Bomb Sqdn.,
391st Bomb Group.

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September 26, 1943

To whom it may concern:

On September 25 at 1100 cwt, Lt Talton, Pilot 575th squadron, and my self, Lt Braverman 574th squadron took off on a routine training flight. Before taking off, Lt Talton checked with Mr. Gillet as to whether the carburetor had been re-adjusted since Lt Talton had the same ship, L3B, 42-36126, up earlier that morning and it had quit on final approach. Mr. Gillet assured us that the adjustment had been made and that the engine would idle at a higher rate of rpm.

Lt Talton sat in the rear seat, and I in the front at take-off, at which time Lt Talton had control of the ship. We flew the pattern, and executed a forty-five (45) degree turn, left the pattern and flew to area #3. There Lt Talton demonstrated several stalls to me. At no time during the flight did Lt Talton completely retard the throttle, mindful of his experience earlier in the day.

At the area over Mr. Whelans farm, and at approximately 1000 indicated altitude, Lt Talton retarded the throttle somewhat to simulate a forced landing. The field chosen was the best available within sight, as the other fields had full growths of corn. At about two hundred (200) feet the engine suddenly quit, and I was instructed immediately to shut off the ignition, close the tanks and snap off the master switch. Then Lt Talton proceeded to glide the ship in for a landing. The approach appeared to be normal, but the field was slightly up hill and though the landing appeared to me to be a rough three (3) point landing, inspection of the ship indicated we had lost our undercarriage, and tore a small hole in the fabric of the left wing, caused by wheel flying off.

Then Mr. Whelan, a farmer, appeared and took Lt Talton to the nearest phone, while I stood by the ship.

Neither Lt Talton or my self were in any way injured.

I certify that the above mentioned facts are correct to the best of my knowledge.

E. Braverman
EUGENE A. BRAVERMAN,
O-741230,
2nd Lt., Air Corps.

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EYE-WITNESS STATEMENT

25 September 1943

I first saw the ship when I heard the motor stop and looked up. It looked as if the ship was about 200 to 300 feet high. The propeller was stopped and then she came a nosing for the ground. I saw it when it came to the ground then I broke and ran over right away. When I arrived the boys were both out and by the ship. I took one of them to town. None of them seemed hurt.

/s/ JAMES W. WELIAN

A CERTIFIED TRUE COPY:

Julius A. Klemann
JULIUS A. KLEMMANN,
1st Lieut., Air Corps.

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OFFICE OF THE 412TH SUB-DE OT MAINTENANCE INSPECTOR
GODMAN FIELD, FORT KNOX, KENTUCKY

29 September 1943

SUBJECT: Extent of damage to Wrecked Airplane

TO : Maintenance Officer
412th Sub-Depot
Godman Field,
Fort Knox, Ky.

1-1-38

42-36126

Inspected 27 September 1943

AIRPLANE TIME: 194.7

ENGINE TIME : 194.7

Model: O-170-3-42-161773

Note: The following is a list of discrepancies, noted during Inspection as to extent of damage to Wrecked Airplane.

ENGINE

1. a. Right exhaust manifold damaged to 75%.
- b. Heat control scoop damaged to 5%.
- c. Carburetor dirt encased.

FUSELAGE

2. a. Engine cowl (lower) damaged to 30%.
- b. Fire wall and hood bent to 5%.
- c. Fuselage covering damaged to rear cock-pit 10%.
- d. Fuselage structure badly bent and twisted at motor mount area 50%.
- e. Fuselage structure damaged at landing gear hinge and wing strut hinge area 35%.
- f. Fuselage structure damaged in front cock-pit area right lower longeron 10%.
- g. Cross member torn out at landing gear hinge area 100%.

WING

3. a. Five ribs broken (trailing and) left wing.
- b. Trailing edge damaged - left wing.
- c. Aileron dented - left wing.
- d. Wing covering damaged 50%.
- e. Small hole in covering - right wing.

LANDING GEAR

4. a. Left oleo strut damaged completely 100%.
- b. Right oleo strut damaged completely 100%.
- c. Left strut axle damaged completely 100%.
- d. Right strut axle damaged completely 100%.
- e. Dust guard on right and left brakes damaged 10%.
- f. Brake control cables damaged 5%.

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COCK-PI

5. a. Instrument panel dent 5%.
b. Inner line on cock-pit door torn loose.
c. Fire-extinguisher seal broken.

WING

6. a. Right horizontal stabilizer covering damaged 5%.

John M Caldwell

CHIEF INSPECTOR
412th Sub-Depot
Godman Field,
Fort Knox, Ky.

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CREW CHIEF'S STATEMENT

25 September 1943

AIRPLANE NO. 42-36126

Type L-38

Engine on ship stalled on glide while landing. Lt. Talton complained of this fact. Throttle was set on idle at 650 R.P.M. after complaint was made.

JOE GILLETTE,
Crew Chief,
412th Sub-Depot,
Godman Field.

A CERTIFIED TRUE COPY:

Julius A. Eliemann
JULIUS A. ELIEMANN,
1st Lieut., Air Corps.

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REPORT OF AIRCRAFT ACCIDENT

JVR/twh

Aircraft Type L-3B

A. F. No. 42-36126

412th Sub-Depot, Air Service Command

25 September 1943, Six (6) Miles Southwest Godman Field, Ft. Knox, Ky.

2nd Lieut. John R. Talton,

575th Bomb Squadron, 391st Bomb Group.

Jackson V. Rambeau
JACKSON V. RAMBEAU,
Major, Air Corps,
Investigating Officer.

11 Incls:

- Incl 1 W.D., AAF. Form No. 14 (Sextple.)
- Incl 2 Pilot's Statement (Sextple.)
- Incl 3 Passenger's Statement (Sextple.)
- Incl 4 Eye-Witness Statement (Sextple.)
- Incl 5 Sub-Depot Damage Report (Sextple.)
- Incl 6 Crew Chief's Statement (Sextple.)
- Incl 7 W.D., AAF. Form No. 1 (Sextple.)
- Incl 8 W.D., AAF. Form No. 1A (Sextple.)
- Incl 9 Photographs (Sextple.)
- Incl 10 Diagram of Accident (Sextple.)
- Incl 11 Special Order Appointing Accident Committee (Sextple.)
- Incl 12 Operations Order (Sextple.)

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AIR BASE HEADQUARTERS
Godman Field
Fort Knox, Kentucky

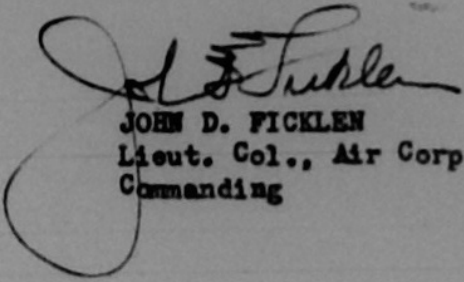
IN REPLY REFER TO:

6 October 1943

Subject: Report of Aircraft Accident

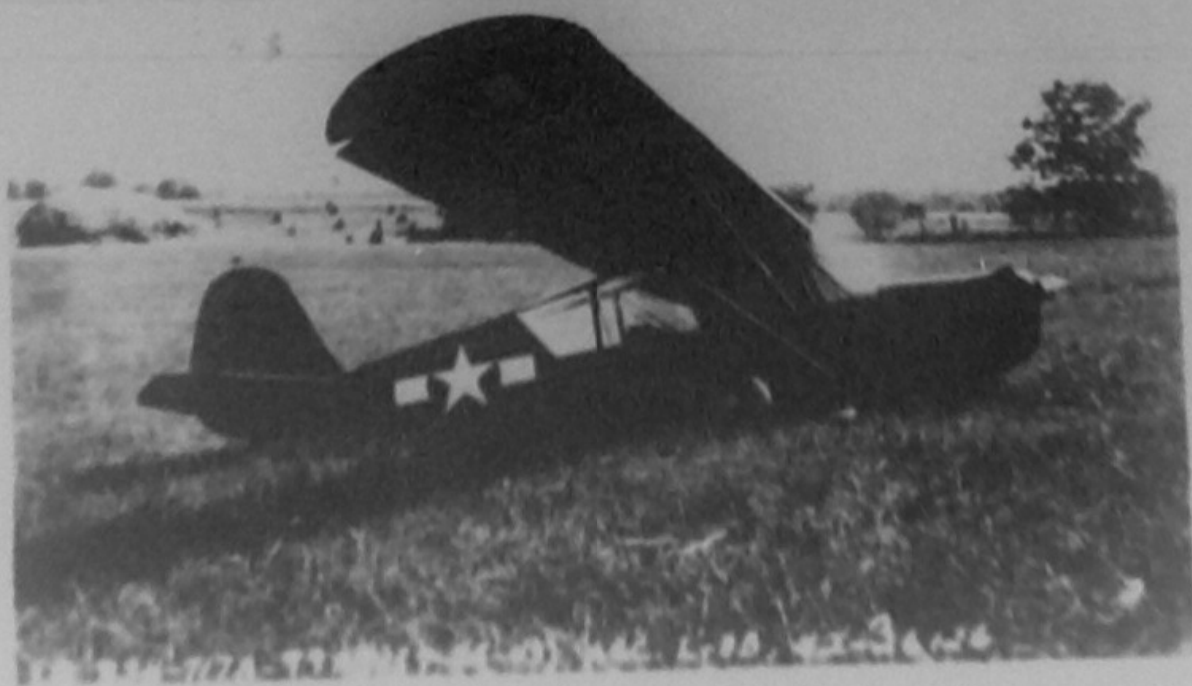
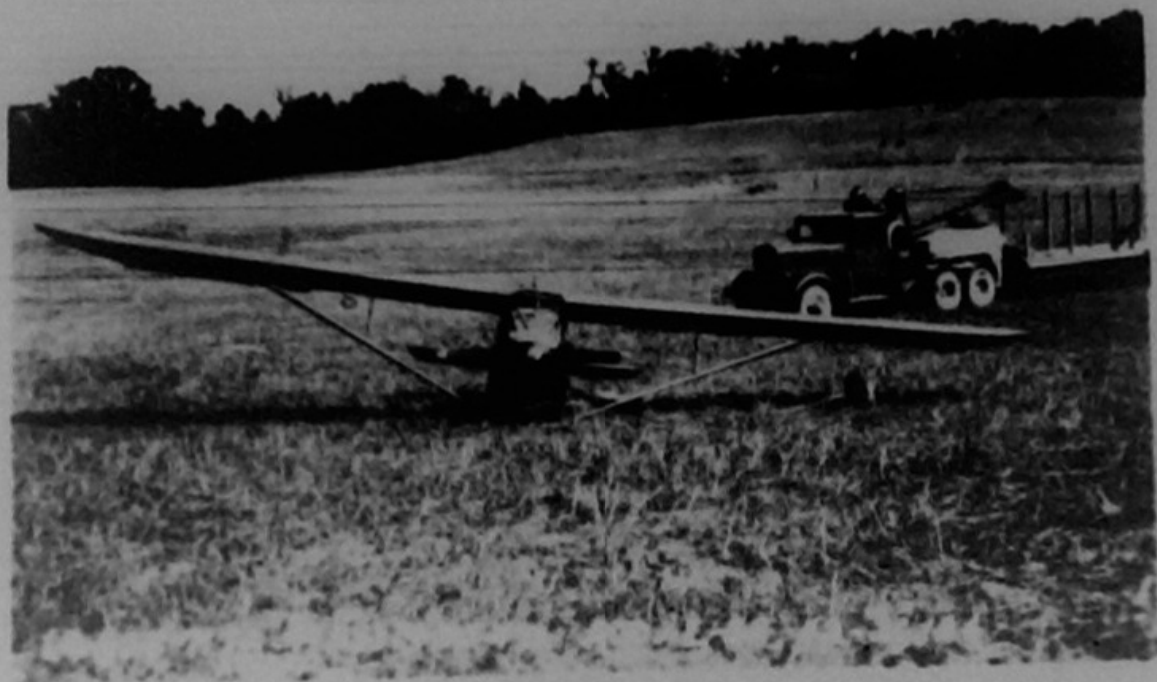
To : Commanding General, Army Air Forces
Attention: Flight Control Command
Winston-Salem, North Carolina

Submitted herewith in compliance with AAF Regulation 62-14, dated May 26, 1942, Aircraft Accident Report Form No. 14, for Model L-3B, AF No. 42-36126, Pilot 2nd Lieut. John R. Talton, six miles southwest Godman Field, Fort Knox, Kentucky, September 25, 1943.


JOHN D. FICKLEN
Lieut. Col., Air Corps
Commanding

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EAST

500'
ABOVE GROUND

TREES

HIGH
GROUND

WHEAT

PATH
OF
PLANE

DEEP
DITCH

LOW

WHEAT

FIELD

LOW LAND

* POINT OF CONTACT

* AT REST

600 FT
WEST

RESTRICTED

HEADQUARTERS ARMY AIR BASE
Godman Field
Fort Knox, Kentucky

SPECIAL ORDERS
NUMBER 266

6 October 43

E-X-T-R-A-C-T

3. In compliance with par 1, Sec VI, AAF Reg 62-14, dtd 26 May-42, as amended, the foll named O, orgns as indicated, are hereby aptd members of the Aircraft Accident Committee. All O in conflict are hereby rescinded.

MAJOR DONALD K BRANDON	O-388874	AC Hq 391st Bomb Gp (M)
MAJOR ERNEST N LJUNGGREN	O-25232	AC Do
MAJOR JACKSON V R. LEBEAU	O-411731	AC 99th B Hq & AB Sq
1ST LT ARTHUR E RICE	O-663177	AC Do

By order of Lieutenant Colonel FICKLEN:

BERNARD FISHER
Captain, Air Corps,
Assistant Adjutant.

OFFICIAL:

Bernard Fisher
BERNARD FISHER
Captain, Air Corps,
Assistant Adjutant.

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575th Bombardment Squadron (M), AAF, Flight Schedule

7

DATE. 25 September 1943

NO	TIME	CO-PILOT	ENGINEER	RADIO	ENGINEER	REMARKS
000	0745	SMITH, R. B.	ALBRIDGE	MOOREHEAD	JUMP	3 hour hooded flight Self-ridge
067	"	"	SMITH, D. G.	BRIDGER	TOOMAN	1 hr beam work each 1 1/2 hrs R/A
379	"	"	TOOKER	LAWFORD	CANNY	10 Patterson
1030	1200	TALSON	BRAYMAN			Transition in Base 103
1915	2230	WOLFE	SMITH, D. G.	IRVINE	OO	Local

For the Squadron Commander!

1/a/ Harry D. Colburn, Jr.,
Harry D. Colburn, Jr.,
1st Lt, Air Corps,
Operations Officer.

Gold is a certified true copy

Edgar & Williams,
Hose G. Williams,
1st Lt., Air Corps,
Asst Org. O.

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550

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

FOR ACTION AIU
FOR INFO. CS
FOR FILE M&R

DATE 26 SEPT 43

T. W. X.



TELEGRAM



RADIO

INCOMING
MESSAGE NO.

WU14 107/97 GOVT GODMANFIELD KY 25 916PM

CO FCC

NISSN BLDG WINSTON SALEM NCAR

GOD S105E PERIOD CITE PART FIVE AAF REG SIXTY TWO DASH

FOURTEEN FOLLOWING ACCIDENT REPORT IS SUBMITTED

A 25 SEPT 1943 1200Z 3 MILES W VINEGROVE KYB JOHN R TALTON SECOND LT AUS THREE AF THREE BC 391BG 575BSQ

C LANDING ACCIDENT CAUSE ESTIMATED ENGINE FAILURE

D PILOT NO INJURY PASSENGER EUGENE A BRAVERMAN SECOND LT AUS
THREE AF THREE BC 391BG574BSQ NO INJURYE TRANSITION TRAINING

F CAVU

G 42-36126 L-3

H GODMANFIELD 412 SUBDEPOT ASC.

I LANDING GEAR & LEFT WING DAMAGED

J UNDETERMINED

K 412 SUB DEPOT THIS STATION

L NONE

M AFACG NOTIFIED

FICLEN COAB GODMAN.