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Accident No. _____

Pilot's Name Lovelace

Nature 06 Group Landing

32 Specific Nature Overshot

61 Underlying Nature Misjudged distance

55% Cause 02 Grp. Technique

27 Specific Cause Momentary lack of proficiency

06 Underlying Cause overcontrolling

45% Cause 01 Grp. Judgement

13 Specific Cause Momentary lapse of mental efficiency

12 Underlying Cause Lack of alertness

Accident No. 44-3-15-515

Date

Checked by DR 4-22-44

Analyzed by RLH 4-24-44

Copied for Wright Field by _____

Notes _____

1225:9-43

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

ACCIDENT No. 150

WAR DEPARTMENT
AAF Sta 166
U. S. ARMY AIR FORCES

44-3-15-515

REPORT OF AIRCRAFT ACCIDENT

01-051

(1) Place AAF Sta 166 (2) Date 15 March 1944 (3) Time 1800

AIRCRAFT: (4) Type and model B-26-B50MA (5) A. C. No. 42-95943 (6) Station AAF Sta 166

Organization: (7) IX BC, Ninth AF (8) 391st B.G. (9) 573rd B.S.
(Command and Air Force) (Group) (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Personnel Class (15)	Branch (16)	Air Force or Command (17)	Result to Personnel (18)	Use of Parachute (19)
01 P	Lowenthal, Samuel S.	P	0-796845	2nd Lt	01	AC	Ninth AF	None	No
04 CP	Bidwell, Arthur S.	P	0-692850	2nd Lt	01	AC	Ninth AF	None	No
05 N	Turnage, James G., Jr.	N	0-422762	Capt.	01	AC	Ninth AF	None	No
06 B	Lyon, Theodore G.	B	0-732872	1st Lt	01	AC	Ninth AF	None	No
06 EG	Kolb, Paul J.	EG	32281557	S/Sgt	20	AC	Ninth AF	None	No
07 RG	Colvin, Charles R.	RG	18135009	T/Sgt	20	AC	Ninth AF	None	No

acft 1

~~ACCOMPANIED WITH ACCIDENT~~

(20) Lowenthal, Samuel S. (21) 0-796845 (22) 2nd Lt (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) IX B.C., Ninth AF (26) 391st B.G. (27) 572nd B.S. (28) AAF Sta 166
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) IX B.C., Ninth AF (30) 391st B.G. (31) 572nd B.S. (32) AAF Sta 166
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 1/4/43 Present rating (35) Pilot (36) 1/4/43 Instrument rating (37) 10/31/43
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	111.02	(42) Instrument time last 6 months	20:15
(39) This model	45.05	(43) Instrument time last 30 days	0:00
(40) Last 90 days	3.30	(44) Night time last 6 months	12:10
(41) Total	316.20	(45) Night time last 30 days	0:00

AIRCRAFT DAMAGE NF

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	M				Lower part of nose section including nose wheel assembly and down lock quite badly broken up.
(47) Engine(s)	1	1			
(48) Propeller(s)	1	1			

BC

(50) Weather at the time of accident Visibility five miles, .7 cloud coverage at about 8000 ft, hazy. Wind from 290 degrees at 10 MPH.

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

(52) Cleared from AAF Sta 519 (53) To AAF Sta 166 (54) Kind of clearance Ferry

(55) Pilot's mission Ferrying ship from AAF Sta 519 after modifications.

(56) Nature of accident Nose wheel collapsed. 06 32

(57) Cause of accident Running off end of runway into soft earth.

4-13-44

(58) Has Form 54 been submitted? No

5-22-44

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DESCRIPTION OF ACCIDENT

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

1. The pilot apparently made a normal approach but landed a little long (he estimated about 300 yds from the head of the runway). Immediately starting to apply brakes, the pilot claimed the left brake was not holding, which forced him to be easy on the good brake. (skid marks by both wheels for the last 75 yards dispute this point and seem to indicate an excessively fast or long landing). At any rate the ship rolled off the end of the runway and the nose wheel collapsed. The fact that the main wheels never got off the end of the runway indicates that at this point the pilot had killed much of his speed, but the continued use of brakes greatly increased the down load on the nose wheel burying it in the soft earth. The extra resistance caused thereby over-stressed the nose wheel assembly.

2. It is believed that the accident was due 100% to pilot error, and 70% judgment and 30% technique.

3. Whenever it appears impossible that a stop can be effected before rolling into soft earth, brakes should be released at the last moment to reduce the extra down load on the nose wheel with the result that it will continue to roll.

Signature John S. Samuel
(Investigating Officer)
JOHN S. SAMUEL, Lt Col, AC.

Date 23 March 1944

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HEADQUARTERS 391ST BOMBARDMENT GROUP A-K-rw

APO 140, U S Army,
26 March 1944.

SUBJECT: Aircraft Accident Report.

TO : Commanding General, IX Bomber Command, APO 140, U S Army.

360.33

The attached Report of Aircraft Accident is forwarded in accordance with IX Bomber Command Memorandum No. 62-2.

RECEIVED 27 MAR 1944 HQ. IX BOMBER COMMAND

GERALD E. WILLIAMS,
Colonel, Air Corps,
Commanding.

1 Incl: Report of Aircraft Accident (in [illegible])

360.33 1st Ind. E-J-4
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 30 March 1944.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

Approved.

For the Commanding General:

RECEIVED 1 APR 1944

RICHARD C. SANDERS,
Colonel, Air Corps,
Chief of Staff.

1 Incl: n/c (one cy w/d)

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360.33 2nd Ind. E-I-12

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 2 April 1944.

To: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report and recommendation of the Aircraft Accident Officer approved.

For the Commanding General:

C. R. BIRBARI
Lt. Col., Air Corps,
Asst. Adj. General.

1 Incl: n/c (2 cys ea w/d)

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