

R E S T R I C T E D

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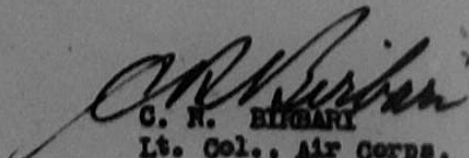
HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 2 April 1944.

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:

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


C. N. BISHOP
Lt. Col., Air Corps,
Asst. Adj. General.

R E S T R I C T E D

WAR DEPARTMENT
AAF Sta 166
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT NO. 150
44-3-15-575

(1) Place AAF Sta 166 (2) Date 15 March 1944 (3) Time 1800
 AIRCRAFT: (4) Type and model B-26-B50MA V0306 A. E. N. 42-95943 (5) Station AAF Sta 166
 Organization: (7) IX EC, Ninth AF (8) 391st B.G. (9) 573rd B.S.
 (Command and Air Force) (Group) (Squadron)
 PERSONNEL BH BH Y310

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)
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	0-732672	1st Lt	01	AC	Ninth AF	None	No
07 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

acc # 1
 (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) 1/1/43 Present rating (35) Pilot (36) 1/1/43 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	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>M S</u>	<u>Lower part of nose section including nose wheel assembly and down lock quite badly broken up.</u>
(47) Engine(s) <u>/ /</u>	
(48) Propeller(s) <u>/ /</u>	

(50) Weather at the time of accident Visibility five miles, .7 cloud coverage at about 8000 ft, haze.
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.
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(56) Nature of accident None, minor damage.
 (57) Cause of accident Running off end of runway into soft earth.

(58) Has Form 24 been submitted? No
 RESTRICTED

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 overstressed 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.

John S. Baker
JOHN S. BAKER, Lt Col, AC.

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.

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



1 Incl: Report of Aircraft Accident (in

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

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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:

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

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