

HEADQUARTERS 391ST BOMBARDMENT GROUP

G-gw-rw

AFPO 140, U. S ARMY,  
1 April 1944.

SUBJECT: Letter of Transmittal.

TO : Commanding General, IX Bomber Command, AFPO 140, U S Army  
THRU: Commanding Officer, 99th Combat Wing, AFPO 140, U S Army.

Transmitted herewith are Reports of Aircraft Accidents in compliance  
with IX Bomber Command Memorandum No. 62-2.

For the Group Commander:

/s/ EDWARD N. KOENIG,  
/t/ EDWARD N. KOENIG,  
Captain, Air Corps,  
Adjutant.

2 Incls:

- Incl #1 - Report of Aircraft Accident (in quint)
- Incl #2 - Report of Aircraft Accident (in quint)

Subject: Aircraft Accident Report - 42-95932.

360.33

1st Inc.

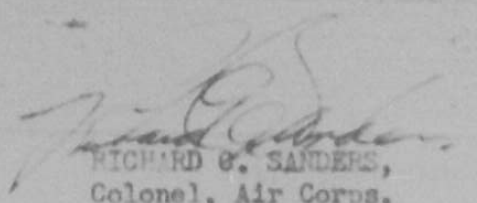
E-J-4

HEADQUARTERS IX BOMBER COMMAND, AFPO 140, U. S. ARMY, 8 April 1944.

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

Approved.

For the Commanding Officer:

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

1 Incl: WD, AAF Form 14 (in trip)

1305

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

172 Accident No. 1

44-3-40-211

AAF Sta 166

20 March 1944

1944

2-5350MA/1000 A. T. No. 52-96432 Station AAF Sta 166

IX 3d. Ninth AF 391st B.G. 575th B.G.

PERSONNEL

NO.	NAME (Last, First, Middle)	GRADE	SERIAL NO.	GRADE	PERIODIC CLASS	ORGANIZATION	STATUS	REMARKS
1	Jacobi, Samuel (nm)	P	0-796828	1st Lt	1	AC	Ninth AF	None
2	Hudson, Donald J.	P	0-898781	2nd Lt	01	AC	Ninth AF	None
3	Smalinger, Harold J.	P	0-733165	2nd Lt	01	AC	Ninth AF	None
4	Grazier, Guy W.	SG	55896133	T/Sgt	20	AC	Ninth AF	None
5	Boston, George A.	SG	17160225	S/Sgt	20	AC	Ninth AF	None
6	Surman, John S.	AG	32732716	S/Sgt	20	AC	Ninth AF	None

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Jacobi Samuel (nm) 0-796828 1st Lt AC  
 IX 3d. Ninth AF 391st B.G. 575th B.G. AAF Sta 166  
 IX 3d. Ninth AF 391st B.G. 575th B.G. AAF Sta 166  
 Pilot 14 Jan 43 Pilot 14 Jan 43 24 Aug 43

1	20:05	42	Increment time last 6 months	6:00
2	59:55	43	Increment time last 30 days	1:00
3	57:10	44	Night time last 6 months	11:50
4	415:20	45	Night time last 30 days	7:00

AIRCRAFT DAMAGE N/A

Propeller nicked and dented

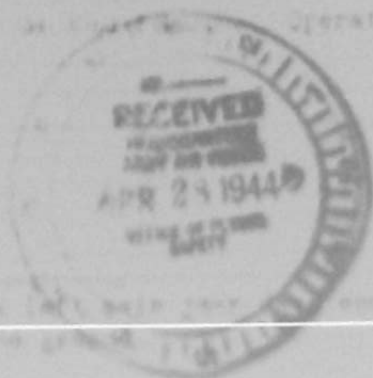
Setting 8,000 ft. cloud coverage, visibility 6 miles  
 easy, wind 10 M.P.H.

AAF Sta 166

AAF Sta 166

Operational

Left propeller dug into soft earth



## DESCRIPTION OF ACCIDENT

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

1. The pilot landed out of a fast approach at least two thirds of the way down the runway. His immediate use of brakes was attested to by the appearance of smoke for a short period after landing, but it disappeared until shortly before his attempted turn at the end of the runway where it appeared again. Inspection of the runway right after the accident showed that the right wheel skidded for about 100 yards. The ship was unable to make the turn and the left wheel, under the added download caused by the turn, sank deep into the soft earth allowing the left prop to hit the ground.

2. The accident was due 100% to pilot error, about 80% judgement and 20% technique.

3. It is recommended that if a stop appears impossible, the pilot roll straight ahead on the soft earth not using brakes off the runway.

*John Howard*  
JOHN S. HOWARD, Lt Col, MC.