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

REPORT OF AIRCRAFT ACCIDENT

RESTRICTED

AAF Sta 166

23 March 1944

1340

B-26B48MA V-100 42-98816

AAF Sta 166

IX B.C., Ninth A.F. 391st B.G.

572nd B.S.

PERSONNEL

156

2413

NAME (Last, first, middle)	GRADE	BRANCH	NO.	NAME	GRADE	BRANCH	NO.	NAME	GRADE	BRANCH	NO.
JACOBS, Samuel A.	P	0-792028	1st Lt	01	AC	Ninth AF	None	No			
MORRIS, Don W.	P	0-732565	1st Lt	01	AC	Ninth AF	None	No			
CROWDER, Allon E.	N	0-669010	1st Lt	01	AC	Ninth AF	None	No			
HATCH, James D.	EG	6987371	Pvt	20	AC	Ninth AF	None	No			
SHANAHAN, John L.	RG	31122420	T/Sgt	20	AC	Ninth AF	None	No			
PILLING, George S.	AG	14106260	S/Sgt	20	AC	Ninth AF	None	No			



JACOBS, Samuel A. 0-792028 1st Lt 01 AC

Attached to IX B.C., Ninth A.F. 391st B.G. 572nd B.S. AAF Sta 166

Attached for flying IX B.C., Ninth A.F. 391st B.G. 572nd B.S. AAF Sta 166

Pilot 5 Sept. 42 Pilot 5 Sept. 42 2 Mar. 43

From Pilot History
(at the time of this accident)

38. This trip	587.20	(42) Time from start to end of trip	4.00
39. This model	374.50	(43) Time from start to end of trip	0.00
40. Last 90 days	90.15	(44) Night time last 90 days	0.00
41. Total	988.11	(45) Night time last 90 days	0.00

AIRCRAFT DAMAGE

DAMAGE	W 5	O 7	W 5
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Airplane damaged beyond repair. Engines must be overhauled because of sudden stoppage. Propellers and blades damaged beyond repair.

Ceiling 8,000' 5/10 Cloud Coverage, Visibility 8 Miles
Wind 3 to 6 M.P.H. 270°

No
AAF Sta 166 AAF Sta 166
Combat Operational

Shock of landing broke off tail section and damaged landing gear. Roll through ditch broke off nose wheel allowing nose section to be severely damaged.

High speed stall at about 40 feet followed by rolling through a ditch.

(28) Was Form 84 been submitted? No

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1-8708

HEADQUARTERS 391ST BOMBARDMENT GROUP

G-rc-rw

APO 140, U S Army,
1 April 1944.

SUBJECT: Letter of Transmittal.

TO : Commanding General, IX Bomber Command, APO 140, U S Army
THRU: Commanding Officer, 99th Combat Wing, APO 140, U S Army. 360 33

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

For the Group Commander:

Edward N. Koenig
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 - 42-95816.

360.33

1st Ind.

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

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

Approved.

For the Commanding Officer:

5177

27251

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

7 Incls:

- Incl 1 - WD, AAF Form 41 (in trip)
- Incl 2 - Pilot's Statement (in trip)
- Incl 3 - Engineering Officer's Report (in trip)
- Incl 4 - Deputy Group Commander's Statement (in trip)
- Incl 5 - Statement - C.E. Henshaw, Martin Rep. (in trip)
- Incl 6 - Navigator's Statement (in trip)
- Incl 7 - Photographs



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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 was approaching, power off, for what appeared to be a normal approach. In flaring out for the landing the pilot changed the altitude of the ship too sharply causing an overload stall and failed to break the stall with power. The ship hit the ground over 100 yards short of the runway with such terrific force that the tail section sheared off between the bombays and both landing gears were greatly overstressed, particularly the left in which shear pins in the machined fitting between axle elbow and main strut were sheared off. In rolling to a stop the plane went off the runway even though proper use of brakes might have avoided it and rolled through a pitted cistern which sheared off the nose wheel with heavy resulting damage to the forward section of the ship, including propellers. Although the cistern was not specifically marked, the yellow diagonal, clearly displayed on the signal panel by flying control, indicated the field was still under construction and that only the hard surfaced areas were to be used.

2. The committee feels the accident was due 100% to pilot error, about 40% judgement and 60% technique.

3. Recommendations ; None.

Signature

John S. Samuel
John S. Samuel, Lt Col A.C.

Donald K. Brandon
Donald K. Brandon, Lt Col A.C.

Ernest H. Junggren
Ernest H. Junggren, Lt Col A.C.

Date 31 March 1944

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572ND BOMBARDMENT SQUADRON

APC No. 140, U. S. Army,
26 March 1944.

SUBJECT: Pilot's Statement on Damage to B-26B45 Airplane.

TO : Operations Officer, 391st Bombardment Group, APC No. 140, U. S. Army.

1. This accident occurred at AAF Station No. 166 on 23 March 1944. The Aircraft was No. 42-95816.

2. With the throttles completely back and maintaining an airspeed of 150 MPH, I prepared to land. When I last looked at the airspeed, we were doing 130 MPH and it was about time to flare out for the touchdown. We were a little short, but with the speed and the flare I expected to touch down on the end or just slightly short of the runway. I started to pull the wheel back, and it seemed the ship was settling rather fast. She didn't respond and kept flying in the same position right down until the wheels hit the ground with quite a jolt. The main gear hit first, the right wheel slightly prior to the left. Then the nose wheel came down and all wheels stayed on the ground. Then I heard the most horrible grinding noise. Right away I thought that the wheels had given way and thinking out loud yelled "Belly Landing", cut the throttles and switches--all of them-- and opened the pilot's hatch. The ship continued down the runway, and when I looked out of the window I saw the props still turning over, and was unable to figure out how they could be turning over with our landing on the belly. I still had brake control but did not use the brakes as we had the whole field to roll to a halt. We left the runway about three fourths of the way down and started out across country still on the wheels. I let it roll on knowing the ground would soon slow us up. Suddenly the nose wheel gave way and the ship came to an abrupt halt. I yelled "get out of here fast", and snapping the safety belt I climbed over the nose and slid down to the ground. All of the crew got out safely and no one was injured.

3. It is the belief of the Pilot that the ship was riding the prop wash of the ship which was close in front of us for the speed and the approach was normal. The cistern in which the nose wheel brake should have been filled with dirt. It was impossible to see the holes around the concrete from the position in which we approached it aside from the fact that one normally expects the field to be unobstructed when no advice has been given otherwise.

Samuel A. Jacobs

SAMUEL A. JACOBS,
1st Lt, AC.

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572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP (M) AAF
Office of the Engineering Officer

APC #140
U.S. Army
31 March 1944

SUBJECT: Accident Report on B-26B45 Airplane No. 42-95816.

TO : Whom it may concern.

1. The following Accident Report is submitted on B-26B45 Airplane No. 42-95816, damaged 23 March 1944.

2. Aircraft was damaged in two categories: (a) Upon landing; (b) Upon hitting Man Hole on side of runway.

a. Upon impact of landing, approximately 150 yards short of runway proper, the fuselage began separating at station 346 $\frac{1}{2}$, beginning from the upper part and coming around the girth to the main girder, which was the only member keeping both sections of the fuselage together. The rear section was dragged across the dirt and down the runway, where the airplane swerved to the left and went off the runway. There, the nose wheel struck a man hole and proceeded a few more feet across this man hole before coming to a stop. The following damage was caused under Category "a"

- (1) Bolts on main landing gear elbow sheared off on left strut.
- (2) Paint on both main landing gear elbows was freshly chipped off, showing signs of overdue stress.
- (3) Tires fully inflated showed signs of the rim being pressed against the tire, causing possible internal breaks in the fabric.

b. The impact of the nose wheel against the man hole caused the nose wheel down lock pin to bend, thereby releasing the nose wheel strut, which in turn folded back into the nose wheel well. As a result, the forward part of the airplane nosed into the ground, causing, among other, the following damage:

- (1) From station 83, forward, gave in at bottom, causing rivets to be sheared at station 230 $\frac{3}{4}$.
- (2) Skin behind Navigator's escape hatch buckled.
- (3) Propeller blades on both propellers bent.

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A.P.O. #140
30 March 1944.

To Whom it May Concern:

On 23 March 1944 at about 1340 I was standing on the platform of the control tower of this station watching the group landing procedure and individual landings on runway 03. I noticed a ship approaching, a reasonable distance behind the ship ahead, in what appeared to be a normal glide. It did not appear to be riding much prop wash. When it was about twenty to thirty feet above the ground, the whole plane seemed to drop out from under the pilot. It looked like a high speed stall. When he hit the ground, the rear of the ship broke off at the bulkhead between the two bomb bays. The tail section remained attached at the bottom of the break and the whole plane continued to roll down the field with the tail dragging.

I did not see the plane roll to a stop because I was on my way down from the tower to go to the plane. When next I saw it, the nose wheel had collapsed. Investigation revealed that the ship had rolled off the runway and across an unmarked, ditched cistern which was in the middle of the field. Rolling into this ditched area probably sheared off the nose wheel assembly and was responsible for all damage forward of the sub assembly point previously referred to except that to the landing gear. Investigation of the tracks revealed that the plane first hit on the right gear, then the left, then the nose wheel about 150 yards short of the runway. The tail first hit about 75 yards further on. The ship came to a stop about forty yards left of the runway after rolling about 1000 yards. The aircraft was a B-26B45MA, A.F. No. 42-95816.

John Samuel
JOHN S. SAMUEL,
Lt Col., Air Corps,
Deputy Group Commander.

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31 March 1944.
A.P.O. #140

To Whom it May Concern:

At about 1340 on 23 March 1944 from the platform of the control tower of this base I was watching the ships of the 391st Bomb Group (M) land after a combat mission. I noticed one plane that seemed to be making anormal approach start its flare off at about 40 to 50 feet and then drop almost straight to the ground. The tail section broke off and dragged down the field behind the plane.

I did not see the plane stop because I rushed out of the tower after Lt Col. J. S. Samuel, but when I reached the plane, the nose wheel had also collapsed; the tail section was right over a pit that the nose wheel had rolled into. The plane was a B-26B45, A.P. No. 42-95816.

Investigation of the tracks proved that the plane hit over 100 yards short, first on the right wheel, then on the left and then on the nose wheel. The tail first hit about halfway from there to the runway

Charles E. Henshaw
CHARLES E. HENSHAW
Martin Rep.

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572ND BOMBARDMENT SQUADRON

A.P.O. #140, U.S. Army,
30 March 1944.

SUBJECT: Navigator's Statement on Damage to B-26B45 Airplane.

TO : Operations Officer, 391st Bombardment Group, APO #140, U.S. Army.

1. This accident occurred at AAF Station #166 on 23 March, 1944. The Aircraft was No. 43-95616.

2. I was sitting in back of the Co-Pilot's seat on the approach. The landing seemed normal in every respect, except that when the Pilot pulled the stick back to flare out, the ship just kept settling. We landed with quite a bump and from the noise and the way the ship pulled to the left I thought that we had blown the left tire. We left the runway about three quarters of the way down the field and it seemed that we would roll to a stop. The nose wheel went into a hole and broke causing the ship to come to an abrupt stop. The Pilot had previously opened the escape hatch, and we left the Plane quickly. No one was injured.

3. It is my belief that the whole thing was a freak accident. So far as I could tell, the approach was normal and the ship was under perfect control.

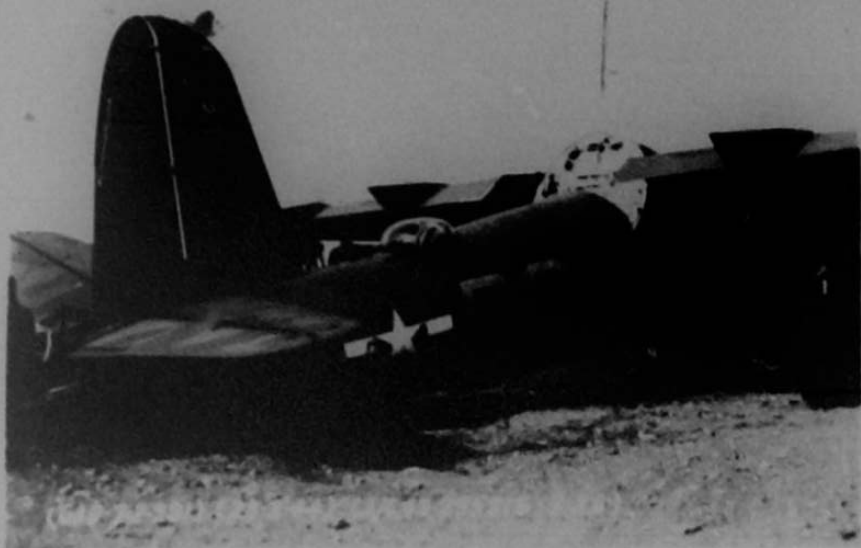
Allan E. Crowder
ALLAN E. CROWDER,
1st Lt., A.C.

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1. Overall showing break between bomb bay and collapsed main wheel.



2. Break at bulkhead between forward and rear bomb bay (station 346). Note rear bomb bay door still in ditch. The ditch is discernable directly under the tail assembly.

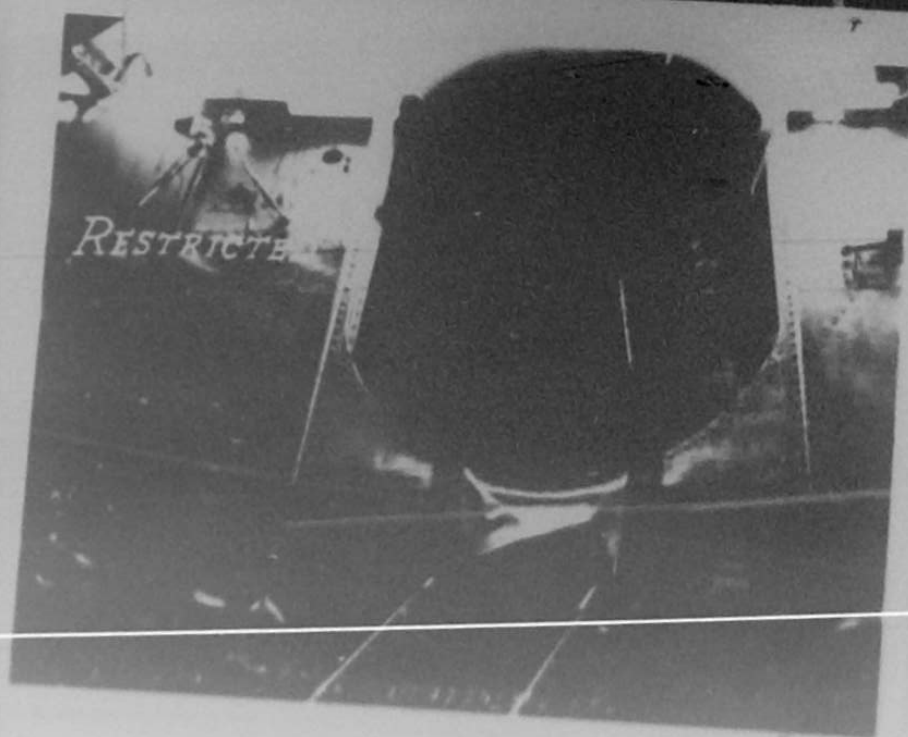
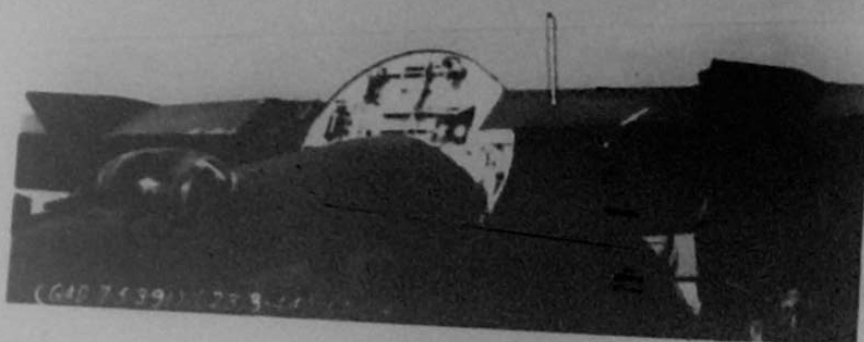
3. Damage to props and nose section.

4. Break between bomb bays.

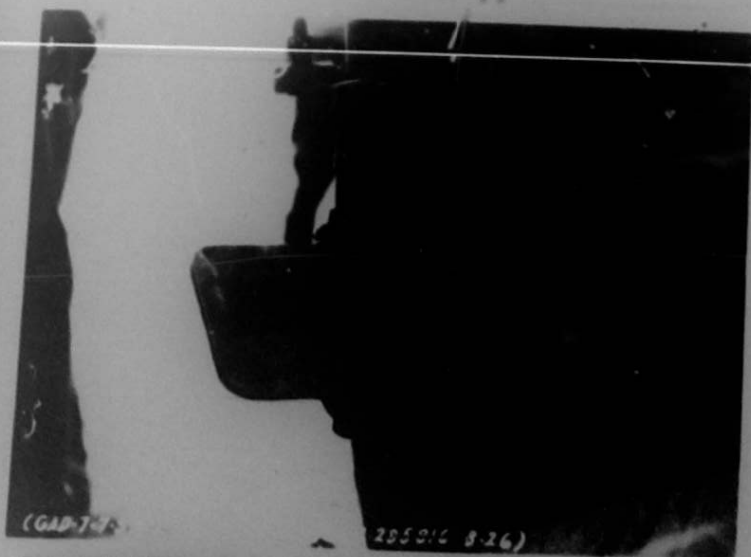
5. Fracture of wing.

6. View of ditch which sheared main wheel.

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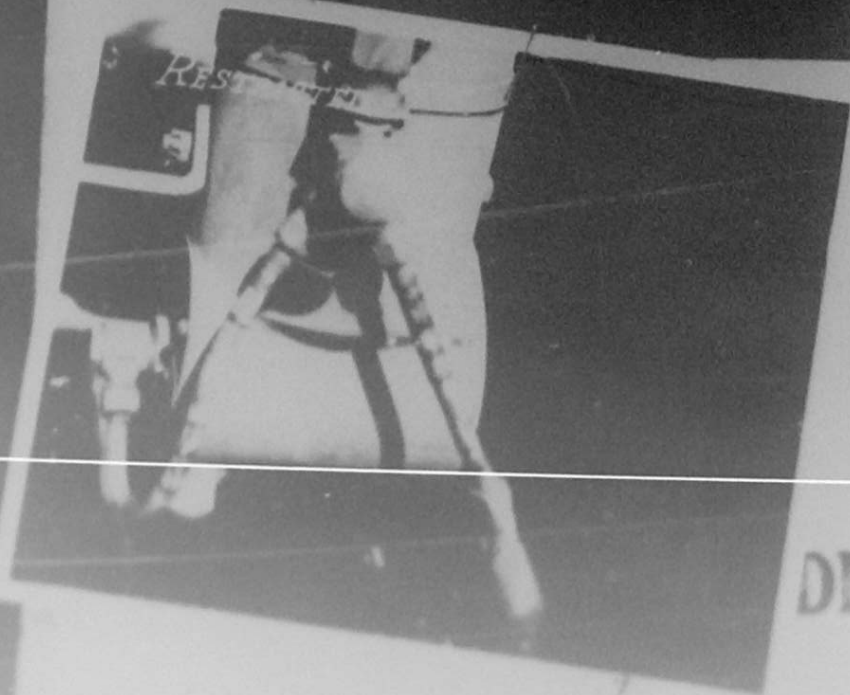
7. Left main landing gear. Two holes in axle elbow show where pins were sheared.

8. Left main landing gear. Hole shows where pin was sheared.



9. Right main landing gear axle elbow bent where paint is chipped.

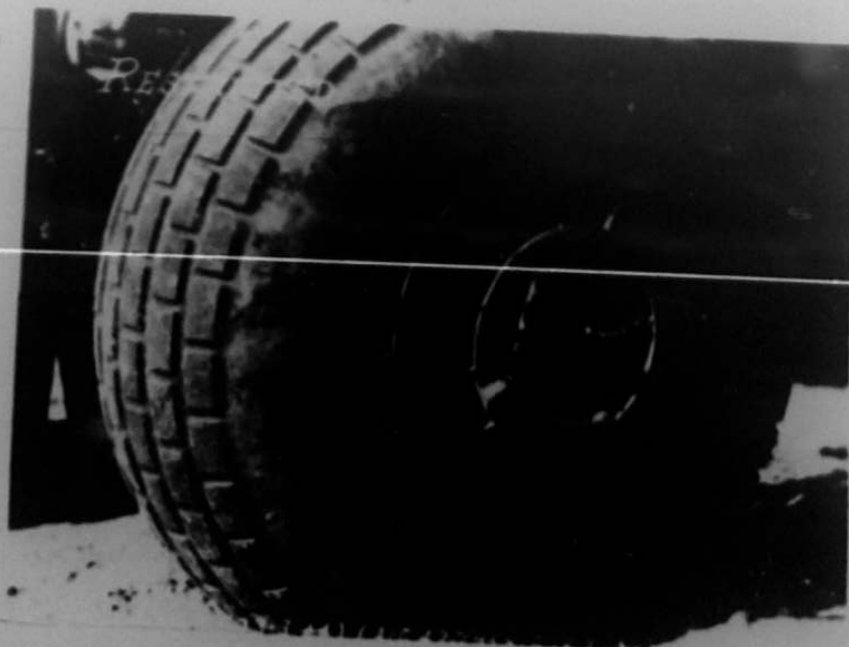
10. Left wheel showing tire marks on tarmac.



11. Wheel tracks on tarmac. The distance between tracks is on end of runway.

12. Wheel tracks on tarmac. The distance between tracks is on end of runway.

DENTIAL



13



(GAB 7 11 391) (23 3-44) (LANDING MARKS)

14



(GAB 7 11 391) (23 3-44) (LANDING MARKS)

15

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(U) (S) (23 3 44) (A) (42 29 8/6 B-2G)

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E-I-12

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 11 April 1944.

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

Report of the Aircraft Accident Committee Approved.

For the Commanding General:

19533

C. R. Birebani
C. R. BIREBANI
Lt. Col., Air Corps,
Asst. Adj. General.

7 Incls:

n/c (2 cys ea w/d)

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