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Accident No. 44-1-30-517

Date

Checked by [illegible] 6-22-44

Analyzed by _____

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. 157

WAR DEPARTMENT
AAF STATION 485
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

44-4-30-517

(1) Place AAF STATION 485 (2) Date 30 April 1944 (3) Time 1050

AIRCRAFT: (4) Type and model Oxford Mark II (5) A. F. No. AB-650 (6) Station 485

Organization: (7) IX BC, Ninth AF. (8) ——— (9) 1st. Pathfinder
(Command and Air Force) (Group) (Squadron)

2358

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	Bartels, Dale R.	P	0-678993	1st. Lt.	01	AC	Ninth AF	None	No
07 P	Crain, Charles E. Jr.	P	0-662629	Capt.	01	AC	Ninth AF	None	No

RECEIVED
ARMY AIR FORCES
JUN 12 1944
OFFICE OF THE FLYING SAFETY OFFICER

(20) Bartels (Last name) Dale (First name) R. (Middle initial) (21) 0-678993 (Serial number) (22) 1st. Lt. (Rank) (23) 01 (Personnel class) (24) AC (Branch)

Assigned (25) IX BC, Ninth AF. (Command and Air Force) (26) 323rd. (Group) (27) 454 Bomb Squadron (Squadron) (28) 358 (Station) 2231

Attached for flying (29) IX BC, Ninth AF. (Command and Air Force) (30) ——— (Group) (31) ~~1st. Pathfinder~~ (Squadron) (32) 485 (Station) 2358

Original rating (33) Pilot (Rating) (34) 4/22/43 (Date) Present rating (35) Pilot (Rating) (36) 4/22/43 (Date) Instrument rating (37) ——— (Date)

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

(38) This type	05:05	(42) Instrument time last 6 months	
(39) This model	05:05	(43) Instrument time last 30 days	
(40) Last 90 days	82:25	(44) Night time last 6 months	
(41) Total	514:00	(45) Night time last 30 days	

AIRCRAFT DAMAGE NE

DAMAGE		(49) LIST OF DAMAGED PARTS
(46) Aircraft	M	Wing Replacement
(47) Engine(s)		
(48) Propeller(s)	M 1	Prop. Replacement

(50) Weather at the time of accident BC CAVU

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

(52) Cleared from Station 485 (53) To Station 485 (54) Kind of clearance O Local

2358 2358

(55) Pilot's mission Local Transition 71

(56) Nature of accident Taxiing Accident 08 57

(57) Cause of accident Brake Failure

(58) Has Form 54 been submitted. No 63

RJK 6 22 44

RESTRICTED

(10-42) 16—28757-2

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DESCRIPTION OF ACCIDENT

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

Accident occured approximately 50 yds. south of north perimeter strip in parking area south of flying control building. Lt. Bartels pilot of Oxford number AB-650 was taxiing south on perimeter strip. Wind was N NW at time of accident making taxiing by use of flying controls impracticable. According to Lt. Bartels the air brake system failed to function properly though air pressure was recorded at 105 lbs. Taxiing plane became uncontrollable and swerved off taxi strip to right into parking area where Oxford number AS-732 was moored. Due to failure of brake system, tail wind, and the fact that taxi strip was on a slight downhill grade it was impossible for Lt. Bartels to stop his aircraft before striking other parked aircraft though he claimed a ground loop was attempted and failed to alter course of aircraft in time.

In view of circumstances it is felt pilot did all that was possible at the moment to avoid the accident. Accident contributed to mechanical failure.

Due to eccentricasys of Oxford brqaking system a warning be placed before all pilots flying them to use extreme caution in ground handling and especially wher near other aircraft.

Investigation completed 2 May 1944

Signature [signature] (Investigating Officer)

RICHARD S. SLIFF,
Captain, Air Corps,

Date 2 May 1944

U. S. GOVERNMENT PRINTING OFFICE 16—28757-1

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

WAR DEPARTMENT
AAF STATION 485
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. 2 planes 44-4-30-517

01-060

(1) Place AAF STATION 485 (2) Date 30 April 1944 (3) Time 1050

AIRCRAFT: (4) Type and model Oxford Mark II (5) A. F. No. AS-732 (6) Station AAF Station 485

Organization: (7) IX B.C., Ninth AF (8) 42 Service Gp. (9) 74th. Service Squadron
(Command and Air Force) (Group) (Squadron)

2358

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)

RECEIVED
JUN 12 1944

(20) _____ (21) _____ (22) _____ (23) _____ (24) _____
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) _____ (26) _____ (27) _____ (28) _____
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) _____ (30) _____ (31) _____ (32) _____
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) _____ (34) _____ Present rating (35) _____ (36) _____ Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type		(42) Instrument time last 6 months	
(39) This model		(43) Instrument time last 30 days	
(40) Last 90 days		(44) Night time last 6 months	
(41) Total		(45) Night time last 30 days	

AIRCRAFT DAMAGE

	DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft	M 3				Right Wing, Right Aileron, Fuselage, Vertical Fin, Rudder.
(47) Engine(s)	/	/			
(48) Propeller(s)					

(50) Weather at the time of accident CAVU

(51) Was the pilot flying on instruments at the time of accident _____

(52) Cleared from _____ (53) To _____ (54) Kind of clearance _____

(55) Pilot's mission _____

(56) Nature of accident Taxiing Accident

(57) Cause of accident Brake Failure

(58) Has form 54 been submitted. NO.

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DESCRIPTION OF ACCIDENT

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

Accident occured approximately 50 yds. south of northperimeter strip in parking area south of flying control building. Lt. Bartels pilot of Oxford number AS-650 was taxiing south on perimeter strip. Wind was N NW at time of accident making taxiing by use of flying controls impracticable. According to Lt. Bartels the air brake system failed to function properly though air pressure was recorded at 105 lbs. Taxiing plane became uncontrollable and swerved off taxi strip to right into parking area where Oxford number AS-732 was moored. Due tofailure of brake system, tail wind, and the fact that taxi strip was on a slight downhill grade it was impossible for Lt. Bartels to stop his aircraft before striking other parked aircraft though he claims a ground loop was attempted and failed to alter course of aircraft in time.

In view of circumstances it is felt pilot did all that was possible at the moment to avoid the accident. Accident to be contributed to mechanical failure.

Due to eccentricasys of Oxford braking system a warning should be placed before all pilots flying them to use extreme caution in ground handling and especially when near other aircraft.

Signature /s/ RICHARD S. SLIFF,
RICHARD S. SLIFF,
(Investigating Officer)
Captain, Air Corps.

Date May 3, 1944

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CERTIFICATE

On Sunday morning, April 30, 1944, after landing in Oxford AS 650, in which I was the Pilot, I taxied back on the perimeter track for another take-off, in the course of which I collided with another Oxford that was parked in a hard-stand near the taxi strip. Due to a strong tail wind and faulty brakes, I lost control of the airplane. An attempt was made to avoid collision by use of the throttle but failed.

Dale R. Bartels

DALE R. BARTELS,
1st. Lt., Air Corps.

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OFFICE OF THE OPERATIONS OFFICER
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

CERTIFICATE

On Sunday morning, April 30, 1944, after a landing in Oxford AB-650 on runway 330, Lt. Bartels turned off the runway and was taxiing south on the taxiway. There was a strong tail wind and the brakes were not functioning properly, although there was 105 lbs, of air-pressure on the air brake pressure guage, the brakes failed to stop the plane and it left the taxiway and headed toward the Oxford AB-732. After an attempted ground loop failed, the fuel was cut off but the engines failed to stop until after the collision. I was instructor pilot for Lt. Bartels at the time of the accident.

Charles E. Crain Jr.
CHARLES E. CRAIN, JR.,
Captain, Air Corps.

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OFFICE OF THE OPERATIONS OFFICER
1st. Pathfinder Squadron Prov.
APO 140, U. S. Army

3 May 1944

SUBJECT: Extract of Form 14.

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
Commanding General, IX Bomber Command, APO 140, U.S. Army.

1. Following are paragraphs 20 through 41 from the AAF Form 14 on Capt. Charles E. Crain Jr., who acted as instructor pilot for Lt. Bartels:

20. Crain Charles E. Jr., 21. O-662629 22. Capt. 23. 01 24. AC

25. IX B.C., Ninth AF 26. 323rd. 27. 454th. Bomb Sq. 28. 358

29. IX B.C., Ninth AF 30. ******** 31. 1st. Pathfinder Sq. 32. 485

33. Pilot 34. 8/5/42 35. Pilot 36. 8/5/42 37. *******

38. 14:35

39. 14:35

40. 111:50

41. 971:30

Jack W. Maynard
JACK W. MAYNARD,
1st. Lt., Air Corps,
Asst. S-3 Officer.

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360.33 2nd Ind. E-S1-11

HEADQUARTERS, NIN TH AIR FORCE, APO 696, U. S. ARMY, 25 May 1944.

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

Report and recommendations of aircraft accident officer approved.

For the Commanding General:

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

4 Incls: n/c (2 cys ea w/d)

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~~RESTRICTED~~ TGC 23/May/1944

-12232
-13,428

HEADQUARTERS
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

4 May 1944

SUBJECT: Aircraft Accident Report.

TO : Commanding General, Ninth Air Force, APO 140, U.S. Army.
(Through Channels)

360.33

1. Transmitted herewith is AAF Form 14 and supporting papers concerning accident of Oxford, Air Corps Number AB-650, which occurred at 1050, 30 April 1944, AAF Station 485, APO 140.

Robert A. Porter
ROBERT A. PORTER,
Major, Air Corps,
Commanding.

Inclosures:

1. AAF Form 14.
2. Certificate of Charles E. Crain, Jr., Capt., AC.
3. Certificate of Dale R. Bartels, 1st. Lt., AC.
4. Assessment of Damage to Oxford AS-732.
5. Assessment of Damage to Oxford AB-650.
6. Extract of Form 14 for Capt. Crain.

360.33 1st Ind. E-J-1
HEADQUARTERS, IX BOMBER COMMAND, APO 140, U.S. ARMY, 23 May 1944.

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

Approved.

For the Commanding General:

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

Incls:
Incls 4 and 5 w/d.

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