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Accident No. 44-6-21-212

Date

Checked by JK 7-12-44

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1225:9-43

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

CRASH 4HL

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

ACCIDENT No. 1 plane

# REPORT OF AIRCRAFT ACCIDENT

4H-6-21-512

01-001

(1) Place AAF Station 166 (2) Date 21 June 1944 (3) Time 1000 O

AIRCRAFT: (4) Type and model B-26B45 MA 030 (5) A. F. No. 42-95892 (6) Station AAF Station 166

Organization: (7) IX BC Ninth AF (8) 321st B.G. (9) 572nd B.S.
(Command and Air Force) (Group) (Squadron)

PERSONNEL 9 BM 122 Y310

| 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) |
|---|---|---|---|---|---|---|---|---|---|
| 61 P | Dewitt, George A. Jr | P | O-806782 | 2nd Lt | 18 01 | AC | Ninth AF | None | No |
| 04CP | Russell, Roy B. | P | O-810040 | 2nd Lt | 18 01 | AC | Ninth AF | None | No |
| 61 B | McCarty, Eugene T. | B | O-746897 | 2nd Lt | 18 01 | AC | Ninth AF | None | No |
| 62 BG | Marr, David (NMI) | BG | 33324287 | S/Sgt | 18 20 | AC | Ninth AF | None | No |
| 71 RG | Reiner, Norman P. | RG | 32251[illegible] | S/Sgt | 18 20 | AC | Ninth AF | None | No |
| 64 AG | Rapp, Robert E. | AG | 32560971 | S/Sgt | 18 20 | AC | Ninth AF | None | No |

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HEADQUARTERS
ARMY AIR FORCE
JUL 12 1944
OFFICE OF FLYING SAFETY
Winston-Salem, N. C.

aut 1

(20) Dewitt (Last name) George (First name) A Jr. (Middle initial) (21) O-806782 (Serial number) (22) 2nd Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) IX B.C. Ninth AF (Command and Air Force) (26) 321st BG (Group) (27) 572nd B.S. (Squadron) (28) AAF Station 166 (Station) Y310

Attached for flying (29) IX B.C. Ninth AF (Command and Air Force) (30) 321st B.G. (Group) (31) 572nd B.S. (Squadron) (32) AAF Station (Station)

Original rating (32) Pilot (Rating) (34) 19 June 43 (Date) Present rating (35) Pilot (Rating) (36) 19 June 43 (Date) Instrument rating (37) 29 Nov 43 (Date) K

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

| | | | |
|---|---|---|---|
| (38) This type | ~~345:30~~ | (42) Instrument time last 6 months | 7:00 |
| (39) This model | 167:40 | (43) Instrument time last 30 days | :00 |
| (40) Last 90 days | 111:20 | (44) Night time last 6 months | 35:00 |
| (41) Total | 474:30 | (45) Night time last 30 days | 3:40 |

AIRCRAFT DAMAGE NF 7/24

| DAMAGE | | | | | | (49) LIST OF DAMAGED PARTS |
|---|---|---|---|---|---|---|
| (46) Aircraft | M 3 | | | | | Outer half of L. wing & aileroon twisted badly |
| (47) Engine(s) | None | 1 | | | | |
| (48) Propeller(s) | None | 1 | | | | |

(50) Weather at the time of accident Ceiling: 700 feet; visibility in cloud; 50 yds. Wind; 18 MPH 30°

NN

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

(52) Cleared from AAF Station 166 (53) To AAF Station 166 (54) Kind of clearance Operational 2

Y310 Y310

(55) Pilot's mission Combat 19

CLASSIFICATION CANCELLED OR CHANGED.
TO RESTRICTED
BY AUTHORITY OF C G, AAF
BY FCA DATE 2-28-46

(56) Nature of accident Collision while in flight. 01

(57) Cause of accident Pilot lost contact in overcast and collided with plane on right wing.

(58) Has form No 54 been submitted: No

08 10 80

RESTRICTED

16—28757-1

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DESCRIPTION OF ACCIDENT

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

1. In climbing thru the overcast in formation on the morning of 21 June 1944, B-26B45 AF No 42-95800 piloted by 2nd Lieutenant George A. Dewitt, got enough separated from the leader to cause loss of visual contact. In transferring from contact flying to instrument, instead of turning away from the formation as briefed, Lieutenant Dewitt allowed the plane to turn slightly toward the formation with the result that he crossed under the formation without seeing it. In attempting to establish his altitude he pulled up as he was crossing under the number two man and his left wing tip struck the right horizontal stabilizer assembly of the number two ship, B-26C45 AF No 42-107748, piloted by 1st Lieut. John W. Blute. Both planes remained under control though the damage to the empenage of Lieut. Blute's ship decided him to abandon his mission and return to base immediately. Lieut. Dewitt completed his mission.

2. Though the absence of weather would have precluded this accident, it is felt that the pilot, first in losing contact with his formation leader and then in not banking immediately away from the formation, was 100% in error, 80% due to faulty judgement and 20% due to faulty technique

3. There are no recommendations.

Signature John S Samuel (Investigating Officer)
John S. Samuel, Lieut. Col. AC
Donald K. Brandon
Donald K. Brandon, Lieut. Col AC
Ernest N. Ljunggren
Ernest N. Ljunggren, Lieut. Col AC

Date 25 June 1944

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572nd Bombardment Squadron
391st Bombardment Group

A. P. O. No. 140
U. S. Army
24 June 1944.

SUBJECT: Collision of Airplane 42-95809 and 42-107748 on morning Mission of 22 June 1944.

TO : Operations Officer, 391st Bombardment Group, A. P. O. No. 140 U. S. Army.

1. Flying in the number three (3) position of the lead flight of the 2nd Box, led by Captain Frank K. Schleicher, O-662676 we were climbing through an overcast approximately twenty-five hundred (2500) feet thick. The formation, of necessity was tight and I ( was able to see the wing of the lead ship for the first thousand feet. The stuffthickened and moisture covered the window causing me to lose sight of the lead airplane.

2. I called to 2nd Lt. Russell, Roy E. O-810040 the Co-Pilot to look for the lead airplane. Lt. Russell told me I was in a bank to the right. Going on instruments immediately it took me some seconds to orientate myself and found the airplane with right wing down (approximately 5° bank) and off climbing heading. My flight indicator was not helpful as the horizon was riding high with the drafts in the cummulus clouds it caused a few seconds delay in trying to get level and I was first nose down and then nose up at which time I struck airplane 748 piloted by 1st Lt. Blute, John W. O-795686 (Number two (2) position in same flight) with my left wing hitting his tail. I didnot try turning out to left too fast as I didnot know how far I had drifted in the intervening seconds which had elapsed. I must have turned slightly down and to the right getting below and to right of number two (2) ship causing the collision when I pulled up. I pulled up to prevent getting in path of second element.

3. The collision bent in the end of the left wing along edge and knocked out the pilot tube causing loss of Air Speed indicator. From this point I was too busy trying to maintain control and continue through overcast, as we nearly stalled out to notice anything else. We climbed through overcast, rejoined formation and continued on mission as ship responded well and wing did not look serious.

4. Pilot error according to pilot was occured when I didnot immediately go into instrument proceedure upon losing sight of lead ship. Needless to say, I feel the responsibility and also have benefitted from the experience.

George A. DeWitt Jr.

GEORGE A. DEWITT JR.,
2nd Lt. AC.

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CONF.

572nd Bombardment Squddron
391st Bombardment Group

A. P. O. No. 140
U. S. Army
24 June 1944.

SUBJECT: Collision of Airplane 42-95809 and 42-107748 on morning mission of 22 June 1944.

TO : Operations Officer, 391st Bombardment Group, A. P. O. No. 140 U. S. Army.

1. While climbing through a thick and dense overcast we lost sight of our lead ship about the first 1000 ft. So immediately I informed 2nd Lt. DeWitt, George A. Jr., O-805782, the pilot that his right wing was down which was approximately a 5° bank. With the sudden change from contact to instruments Lt. Dewitt was unable to orientate himself immediately which consequently resulted into our collision with airplane 748 piloted by 1st Lt. Blute, John W. O-795686 who was flying the number 2 position in same flight.

2. The damage from the collision was a bend in the end of the left wing along the edge and knocked out the pilot tube.

3. After breaking through the overcast we immediately checked our — damage and finding the ship flying with no unusual characteristics we continued on to complete ourmission.

Roy E. Russell
ROY E. RUSSELL
2nd Lt. AC.

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360.33 2nd Ind. E.-I-6.

HEADQUARTERS, NINTH AIR FORCE (REAR), APO 696, U S Army, 6 July, 1944.

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

Report of aircraft accident committee approved.

For the Commanding General:

HARRY [illegible]OCH, 0-571
Major, AC,
Asst.Adj.General.

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

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HEADQUARTERS
AAF STATION 166

APO 140, U S Army,
26 June 1944.

SUBJECT: Report of Aircraft Accident, A.F. No. 42-95809.

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

1. Transmitted herewith WD AAF Form 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, IX Bomber Command, dated 18 April 1944.

For the Commanding Officer:

RECEIVED
27 JUN 1944
HQ.
IX BOMBER
COMMAND

GLENN E. BOWEN,
1st Lt, Air Corps,
Adjutant.

Incl: Report of Aircraft Accident (quad)
Signed Statment of Lt Russell (quad)
Signed Statment of Lt Dewitt (quad)

A3

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

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 22 March 1944.

For the Commanding General:

9400

0-519

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JUL 1944

RICHARD [illegible] SAUNDERS,
Brigadier General, U.S.A.,
Chief of Staff.

3 Incls: n/c (1 cy ea w/d)

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- 75 -

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