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Accident No. 44-6-27-516

Date

Checked by [illegible] 7-31-44

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

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WAR DEPARTMENT
U. S. ARMY AIR FORCES
AAF STATION F-122
REPORT OF AIRCRAFT ACCIDENT

Accident No. 133
44-6-27-516

01-001

(1) Place AAF Station Matching (2) Date 27 June 1944 (3) Time 1740

Aircraft: (4) Type and model P-51C-3 (5) A. F. No. 42-103321 (6) Station F-122

Organization: (7) 8th Fi Comd-8th AF (8) 355th Fi (9) 357th Fighter
(Command and Air Force) (Group) (Squadron)

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)
CP	LUDEKE EDWARD P.	P	O-795994	1st Lt.	1	AC	8th AF	None	None

RECEIVED
JUL 24 1944

PILOT CHARGED WITH ACCIDENT

(20) LUDEKE (Last name) EDWARD (First name) P (Middle initial) (21) O-795994 (Serial number) (22) 1st Lt. (Rank) (23) 1 (Personnel class) (24) AC (Branch)

Assigned (25) 8th Fi Comd-8th AF (Command and Air Force) (26) 355th Fi (Group) (27) 357th Fi (Squadron) (28) F-122 (Station)

Attached for flying (29) 8th Fi Comd-8th AF (Command and Air Force) (30) 355th Fi (Group) (31) 357th Fi (Squadron) (32) F-122 (Station)

Original rating (33) P (Rating) (34) 14/Jan/43 (Date) Present rating (35) P (Rating) (36) 14/Jan/43 (Date) Instrument rating (37) (Date)

First Pilot Hours:
(at the time of this accident)

(38) This type	113:00	(42) Instrument time last 6 months	
(39) This model	28:00	(43) Instrument time last 30 days	
(40) Last 90 days	28:00	(44) Night time last 6 months	
(41) Total	702:30	(45) Night time last 30 days	

AIRCRAFT DAMAGE NF 926 7-30

Damage	(49) List of damaged parts
(46) Aircraft M	Fuselage buckled
(47) Engine(s) M	Salvage
(48) Propeller(s) M	Prop damaged

(50) Weather at the time of accident 7/10th cumulos at 1500 ft; Rain in vicinity; Visibility 5 miles.

FT

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

(52) Cleared from F-122 (53) To F-122 (54) Kind of clearance Contact

(55) Pilot's mission Operational Mission 31

(56) Nature of accident Emergency Forced Landing 13

(57) Cause of accident 100% Power Plant Failure 34

(58) Has Form #54 been submitted — Yes

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DESCRIPTION OF ACCIDENT

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

On 27 June 1944, at approximately 1740, a P-51C-3 type Aircraft, AF No 42-103321, piloted by EDWARD P. LUDEKE, 1st Lieutenant, AUS, made an emergency forced landing at AAF Station Matching. The pilot was not injured by the crash.

Lt. LUDEKE took-off from Station F-122 on an Operational Mission carrying bombs. After flying less than fifteen minutes his engine began to vibrate. This vibration immediately grew worse and the pilot was forced to leave the formation. The engine by this time was throwing both oil and coolant, the pilot fearing a fire cut his switches. Lt. LUDEKE located a field to his left and prepared to land wheels down but at the last minute realized that he was landing down wind so prepared to land with his wheels in the up position. The pilot attempted to jettison his bombs but fouled up his release controls. The plane landed parallel to the runway and came to a stop.

FINDINGS: It is the opinion of the Aircraft Accident Committee that the accident must be charged 100% Power Plant Failure. After an investigation by the Engineering Officer it was found that the No 4 connecting rod on the "A" bank of cylinders has failed and the rod was thrown thru the crankcase with the resulting loss of oil and coolant.

RECOMMENDATIONS: None.

Fred L. Ramsdell Jr.
FRED L. RAMSDELL, JR.,
Major, Air Corps,
Aircraft Accident Officer.

Henry B. Kucheman Jr
HENRY B. KUCHEMAN, JR.,
Major, Air Corps,
Member.

Reed B. Butler
REED B. BUTLER,
Captain, Air Corps,
Member.

Signature _____ (Investigating Officer)

Date 30 June 1944

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

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6-27-44 (DATE) | F-122 (STATION) | 355th Ftr. (GROUP NO. AND TYPE) | P-51C-3 (AIRCRAFT MODEL)

S/Sgt. Carl Mitchell (CREW CHIEF OR AERIAL ENGINEER) | 357th Ftr. (SQUADRON NO. AND TYPE) | 42-103321 (AIRCRAFT SERIAL NO.)

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA	
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	
1	2	3	4		5		6		7		8	9
	Ludeke, Edward P., 1st Lt.	3A	P : 20		:		:		:		FROM: F-122	17 : 20
			:		:		:		:		TO: CRASH	17 : 40
			:		:		:		:		MISSION: T / NO. OF LANDINGS: 1	: 20
	"A TRUE COPY"		:		:		:		:		FROM:	:
			:		:		:		:		TO:	:
	Frederick W. Kelley FREDERICK W. KELLEY, Capt., Air Corps, Operations Officer.		:		:		:		:		MISSION: / NO. OF LANDINGS	:
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RESTRICTED

WAR DEPARTMENT A. A. F. FORM NO. 1 1-2-43

FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT (OPER. CLERK)

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A (CREW CHIEF)

TOTAL FLIGHT TIME : 20

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WAR DEPARTMENT
A. A. F.
FORM NO. 1 A
2-2-42

FLIGHT REPORT - ENGINEERING

~~RESTRICTED~~

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	STATION
PREFLIGHT	6-27-44	M	
DAILY			F -
25 HOURS	93:20		1
50 HOURS	118:20		2
100 HOURS	115:00		2

SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS) SERVICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERVICED	NO. 1 IN TANKS	NO. 2 SERVICED	NO. 2 IN TANKS	NO. 3 SERVICED	NO. 3 IN TANKS	NO. 4 SERVICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST											
2ND											
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY	C	Carpenter	F-122
CHEMICAL			
COMMUNICATIONS	M	Moosemiller	F-122
PHOTOGRAPHIC	C	Carpenter	F-122
NAVIGATION			
Oxygen	M	Mitchell	F-122

STATUS TODAY: 1. 2. M 3. 4.

EXPLANATION: Vacuum Out

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT: 1. 2. 3. 4.

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

#1 Crash Landed Lt Ludeke

50 Hr insp on Radio and Dyna (Moosemiller)
All guns and Camera Loaded (Carpenter)

Serviced by Mitchell

New Vacuum Pump Installed (Mitchell)
New Landing Gear Selector Valve Inst (Stack)
50 Hr Insp Comp (Mitchell)
New Batt Inst (Mitchell) New Vacuum Pump Hose inst (Mitchell)
New Gen Voltage Reg Inst (Gustafson)

"A TRUE COPY" Philip T. Cohen
PHILIP T. COHEN
Captain, Air Corps,
Engineering Officer

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	68:20			
HOURS TODAY	:20			
TOTAL	68:40			
OIL CHANGE DUE				
CUNO CLEANING DUE				

AIRCRAFT	
HOURS TO DATE	68:20
HOURS TODAY	:20
TOTAL	68:40

ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA					
TOTAL FLIGHT TIME	00:20	(4) ENGINE SERIAL NO.		(3) ENGINE SERIAL NO.		(2) ENGINE SERIAL NO.		(1) ENGINE SERIAL NO.	V-302442
ENGINE MODEL	V-1650-3	AIRCRAFT SERIAL NO.	42-103321	AIRCRAFT MODEL	P-51C-3	COMPONENT	USAAF	SQUADRON NO. AND TYPE	357 Ftr Lt
GROUP NO. AND TYPE	355 Ftr	COMMAND, CORPS AREA OR DEPT.	8th	AIR FORCE	8th	CREW CHIEF OR AERIAL ENGINEER	S/Sgt C Mitchell	STATION	F-122
DATE	6-27-44								

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THREE HUNDRED FIFTY SEVENTH FIGHTER SQUADRON
THREE HUNDRED FIFTY FIFTH FIGHTER GROUP
STATION F - 122

27 June 1944.

PILOT STATEMENT

I was flying number four position of Red flight of my Squadron. We had set course for our mission at 1727, flying at about 130 degrees from my home base. About ten or fifteen minutes out, at approximately 8 or 9,000 feet, my engine suddenly started to vibrate dangerously so that the instrument panel was unreadable. I immediately dropped from the formation, calling my element leader at the same time saying I was leaving, pulled my throttle back and instinctively pushed the R.P.M. knob forward to lessen the degree of vibration. My first thought was that I had thrown a rod, and I immediately located a field to my left in which to land. I had planned on landing wheels down under power, as I had once before thrown a rod and flown the aircraft for twenty minutes without a cutout. However, at this time my coolant started pouring out and oil surged from the engine. Fearing fire then, I cut switches and mixture control. I was losing altitude rapidly due to minimum throttle. I decided to try to land anyway and then tried to jettison my canopy. However, the emergency release handle did not release the canopy, so I had to unlock it normally and beat it off with my elbows. I was now at about 2500 or 3000 feet. I was turning towards the airdrome I had picked out and was about to let down my landing gear when I realized I was coming in downwind now and I didn't believe I could make it with wheels down with as strong a wind as there was then. I left my gear up and suddenly remembered again that I was carrying two 250-lb. bombs under my wings. I pushed the manual release control forward, neglecting to push up the red safety stop, so that the handle was in 'select' instead of 'salvo'. I didn't have time to fool with the release handle then, as I was too low and I had to pump down my flaps in order to lower my landing speed. So I pumped down all the flaps I had and landed on the sod, just to the right of the paved runway. The wind at ground level was 25 m.p.h. at that time and I landed exactly downwind. The landing was smooth. I had no jolt and was entirely uninjured.

Edward P. Ludeke

EDWARD P. LUDEKE,
1st Lt., Air Corps.

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OFFICE OF FLYING CONTROL
AAF STATION 166
APO 140

28 JUNE 44

SUBJECT: FLIGHT CONTROL OFFICER'S STATEMENT REGARDING AIRCRAFT ACCIDENT.

TO : COMMANDING OFFICER, 355TH FIGHTER GP., AAF STATION 122, APO 637, U.S. ARMY.

1. AT 1745 HOURS A P-51-B WAS OBSERVED HEADED TOWARD THE AIRFIELD FROM THE SOUTH AT TREE-TOP HEIGHT. HE FLEW PAST THE CONTROL TOWER BARELY SKIMMING THE GROUND AT ABOUT A TWENTY (20) DEGREE ANGLE TO OUR MAIN RUNWAY, QDM 03, DIRECTLY DOWNWIND TO RUNWAY IN USE, QDM 21. IT WAS OBSERVED THAT HIS ENGINE WAS NOT RUNNING AND HIS PROPELLER WAS WINDMILLING. AT PRECISELY THE CENTER OF THE AIRFIELD BEFORE THE INTERSECTION OF THE MAIN RUNWAY AND RUNWAY QDM 27-09, HE CRASHED. THE TIME WAS 1747.

2. CRASH TENDERS AND AMBULANCE WERE IMMEDIATELY DISPATCHED. THE FLYING CONTROL ALERT JEEP REPORTED BACK THAT PILOT WAS UNHURT, BUT WAS IMMEDIATELY TAKEN TO DISPENSARY FOR A PHYSICAL CHECKUP. THE PILOT WAS LT. LUDEKE OF THE 357TH FIGHTER SQ. HIS HOME BASE WAS IMMEDIATELY NOTIFIED OF CIRCUMSTANCES.

3. BOMBS WERE LYING ON THE GROUND AND ORDNANCE MEN WERE CALLED TO REMOVE THEM. THE AIRCRAFT DID NOT CATCH FIRE.

4. ENGINEERING LOWERED THE UNDER CARRIAGE AND A TRACTOR REMOVED THE AIRCRAFT TO A HARDSTANDING.

Harvey V. Brandt

HARVEY V. BRANDT,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER.

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OFFICE OF FLYING CONTROL
AAF STATION 166
APO 140

28 JUNE 44

SUBJECT: RADIO OPERATOR'S STATEMENT REGARDING AIRCRAFT ACCIDENT.

TO : COMMANDING OFFICER, 355TH FIGHTER GP.,
AAF STATION 122, APO 637, U.S. ARMY.

1. A P-51 (MUSTANG) APPROACHED THE FIELD FROM THE SOUTH, FLYING AT A LOW LEVEL ABOUT 200 FEET ABOVE THE GROUND AND AT A HIGH RATE OF SPEED. IT WAS RAPIDLY LOSING ALTITUDE AND AS IT REACHED RUNWAY 03 WHICH WAS THE DOWNWIND RUNWAY, THE WIND COMING FROM THE NORTHEAST AT A VELOCITY OF ABOUT FIFTEEN TO TWENTY MILES PER HOUR, THE P-51 WAS ABOUT TEN FEET OFF THE GROUND WITH ITS UNDERCARRIAGE STILL UP. THE PLANE FINALLY BELLY LANDED ON 03 RUNWAY TOUCHING DOWN IN FRONT OF THE CONTROL TOWER ABOUT TWENTY FIVE YARDS PAST THE INTERSECTION OF RUNWAYS 03 AND 32. THE P-51 SLID ON ITS BELLY UNTIL IT STOPPED OFF TO THE SIDE OF 03 RUNWAY AT THE INTERSECTION OF RUNWAY 27. THE CRASH TENDERS AND AMBULANCE WERE IMMEDIATELY DISPATCHED TO THE SCENE OF THE ACCIDENT AND ALL CONCERNED PERSONS WERE INFORMED OF THE EVENT.

Cpl. Norman Coplan

CPL NORMAN COPLAN, 32419207
RADIO OPERATOR.

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THREE HUNDRED FIFTY SEVENTH FIGHTER SQUADRON
ENGINEERING OFFICE
AAF Station F-122
APO 637, U. S. Army. PTC/et

28 June 1944

EXTENT OF DAMAGE

The V-1650-3 Engine Number V-302442 installed in P-51C-3 Airplane Number 42-103321 had a failure of its Number 4 connecting rod on the "A" bank of Cylinders. The rod was thrown through the engine crankcase with the resulting loss of oil and coolant. The pilot was forced to make a dead stick crash landing. The fuselage was buckled and the plane was damaged beyond practical repair and will undoubtedly be used for salvage and reclamation.

Philip T. Cohen
PHILIP T. COHEN
Captain, Air Corps,
Engineering Officer

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WAR DEPARTMENT
AAF Form No. 54
(Revised 2-15-43)

WAR DEPARTMENT
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for Information on Proper Use of this Form)

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TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED

LEAVE BLANK		
A. S. C. SERIAL No.	REFER TO	CLASS

STATION: AAF Station F-122		ORGANIZATION: 357th Fighter Squadron	
SUBJECT OF REPORT — Property Class—Name: 02-J Merlin V-1650-3		Manufacturer: Packard	AAF Order or Shipping No.
AIRCRAFT—Model & AAF Serial No.: P-51C-3 42-103321	ENGINE—Model & AAF Serial No.: V-1650-3 V-302442	UNIT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY — LAST D. I. R.—Depot		Date	Flying Time Since / Total Flying Time
ENGINE REPORTS ONLY — LAST OVERHAUL—Depot: New	Hours Since: 68:40	Depots and Hours At Each Previous Overhaul	
PART — Name		Part Drawing, Serial and Specification No.	
Time in Use	Quantity on Hand / Quantity Known Defective	No. Previous Failures / Manufacturer	Inspector's No. or Identification

Indicate by "X" Disposition of Exhibit: [ ] Photographed and Prints Enclosed; [ ] Held for Instructions; [ ] Sent Under Separate Cover; [ ] Sent in Attached Package; [ ] Repaired and Returned to Service; [X] Disposed of (Explain Below.); [ ] To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

1. DESCRIPTION OF UNSATISFACTORY CONDITION:
   a. Plane had just taken off on an operational mission and was still over friendly territory when the plane suddenly began to vibrate so badly that the pilot was forced to cut the engine off to prevent it from tearing itself loose from its mount. Oil and coolant began to pour out of the engine and completely covered the sides and top of the fuselage. The pilot made a dead stick belly landing on a nearby air base.
   b. A preliminary investigation disclosed that the No. 4 connecting rod on the "A" bank of cylinders had failed and the rod was thrown thru the crankcase with the resulting loss of oil and coolant thru the hole.
   c. The pilot reported that he had been cruising at approximately 2300 rpm and 33 inches Hg. manifold pressure when the malfunction occurred and that the engine had been operating perfectly normal up to that time.
   d. No previous failures of this nature have occurred in this Squadron.
   e. Maintenance and inspection has been satisfactory and no previous complaints have been made by the pilots on this engine.
   f. All Technical Orders have been complied with.
   g. The probable cause appears to be materiel failure.

2. RECOMMENDATIONS: None.

3. DISPOSITION:
   a. Since the plane was damaged beyond repair at this base, the plane has been reassigned to the overhaul depot at Station 470, thru service channels.

Fred L. Ramsdell Jr
FRED L. RAMSDELL, JR.,
Major, Air Corps,
Commanding.

Philip T. Cohen
PHILIP T. COHEN,
Captain, Air Corps,
Engineering Officer.

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ROUTING SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL, HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

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