

Accident No. 45-8-24-911
Date _____
Checked by YSA 11-29-44
Analyzed by Emm
Copied for Wright
Field by No Copy
Notes _____

3900:10-440FS

WAR DEPARTMENT
A. F. FORM NO. 14
(Revised May 15, 1942)

RESTRICTED

ACCIDENT NO.

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

REPORT OF AIRCRAFT ACCIDENT

11-28-44 01-001
(1) Place Friston Air Field (2) Date 24 August 1944 (3) Time 1530 4
AIRCRAFT: (4) Type and model B-26B45 030 (5) A. F. No. 42-954201 (6) Station AAF Station 166
Organization: (7) IX B.C. Ninth AF (8) 391st Bomb Gp (9) 573rd Bomb Sqdn
(Command and Air Force) (Group) (Squadron) 7310

PERSONNEL BM

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	Frederick E. Barker	P	0-738331	1st Lt	1801	AC	Ninth AF	Major	None
04 GP	John J. Reynolds	P	0-544730	2nd Lt	1801	AC	Ninth AF	Minor	None
65 N	William S. Metherton	N	0-807281	2nd Lt	1801	AC	Ninth AF	Major	None
62 EG	Fred P. Crawford	EG	15331343	T/Sgt	20	AC	Ninth AF	Minor	None
71 RG	John (NMI) Puterka Jr	RG	36224677	T/Sgt	20	AC	Ninth AF	Minor	None
68 X	Hugh H. Walker	P	0-670677	1st Lt	1801	AC	Ninth AF	Major	None
68 X	Eldon A. Loukes	EG	16013816	S/Sgt	20	AC	Ninth AF	Minor	None
68 X	Earl A. Schaefer	EG	32280969	S/Sgt	20	AC	Ninth AF	None	None
68 X	Walter L. Mosher Jr	RG	31218941	T/Sgt	20	AC	Ninth AF	Minor	None
68 X	Warren G. Duerr	RG	11072788	S/Sgt	20	AC	Ninth AF	Minor	None
68 X	Mathieu T. Bistagne		0-865793	2nd Lt	01	AC	Ninth AF	Major	None

PILOT CHARGED WITH ACCIDENT

(20) Barker Frederick E. (21) 0-838331 (22) 1st Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) IX B.C. Ninth AF (26) 391st B.G. (27) 572nd Bomb Sqdn (28) AAF Station 166
(Command and Air Force) (Group) (Squadron) (Station) 7310
Attached for flying (29) IX B.C. Ninth AF (30) 391st B.G. (31) 572nd Bomb Sqdn (32) AAF Station 166
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 6 Feb 43 Present rating (35) Pilot (36) 6 Feb 43 Instrument rating (37) 25 Aug 1943
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 398:40 (42) Instrument time last 6 months 1:00
(39) This model 312:30 (43) Instrument time last 30 days 1:00
(40) Last 90 days 119:00 (44) Night time last 6 months 2:45
(41) Total 538:40 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE F amw 11-20

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	<u>Airplane complete wreck</u>
(47) Engine(s) <u>W 5</u> <u>W 5</u>	
(48) Propeller(s) <u>W 5</u> <u>W 5</u>	

(50) Weather at the time of accident Ceiling 2500 ft; Visibility 6 miles; Wind 3 MPH 240°

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

(52) Cleared from AAF Station 166 (53) To Friston Air Field (54) Kind of clearance Ferry 0

(55) Pilot's mission Taking crews to Friston to bring back airplanes belonging to this unit. 86

(56) Nature of accident Ran off end of runway into pit. 07

(57) Cause of accident Muddy and slippery condition of the runway 04

(58) Has form 54 been submitted: No 82

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RESTRICTED**DESCRIPTION OF ACCIDENT**

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

1. On 24 August 1944, at about 0555, Lieutenant Frederick E. Barker filed a clearance for a ferry trip to Friston Air Field. Previously, flying control at AAF Station 166 had called flying control at Friston and they reported the field in good condition and cleared us for a B-26 landing there.

On arriving at Friston the pilot contacted flying control and was cleared for an immediate landing. Even though there was intermittent precipitation in the area; it was impossible for the pilot to ascertain the condition of the field from the air, and the slippery, soggy field was not reported to the pilot by flying control.

A good landing was reported by the crew, however, there was not enough traction on the grass field to stop the B-26 at the end of the runway.

2. In the opinion of the committee the cause for the accident would be considered entirely on the judgement of flying control.

3. There are no recommendations.

Donald K. Brandon
Signature Donald K. Brandon, Lt Col., AC
(Investigating Officer)

Ernest N. Ljunggren
Ernest N. Ljunggren, Lt Col., AC

James A. Sullens
James A. Sullens, Major, A.C.

Date 29 August 1944

Hq SOS 5-43/10W/9093

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572ND BOMBARDMENT SQUADRON

APO 140, U. S. ARMY,
26 AUGUST 1944.SUBJECT: AIRPLANE ACCIDENT 24 AUGUST 1944 - AIRPLANE # 41-95801.
CO-PILOT'S STATEMENT.TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APO 140,
U. S. ARMY.

1. ON 24 AUGUST 1944 AT ABOUT 1615, WE WERE CIRCLING FRISTON AIR FIELD. I, AS CO-PILOT, CONTACTED THE TOWER FOR LANDING INSTRUCTIONS AND RECEIVED THEM. WE WERE TO TOUCH DOWN ON THE VERY END OF THE FIELD ON A SHORT STRIP OF STEEL MATTING. WE MADE A NORMAL APPROACH TO A LANDING AND THE PILOT, LT BARKER, DECIDED THAT WE WOULD OVERSHOOT: SO WE WENT AROUND AGAIN AND MADE ANOTHER NORMAL APPROACH WITH WHEELS DOWN AND FLAPS DOWN AT APPROXIMATELY 140 M.P.H. TO THE RUNWAY. WE TOUCHED THE RUNWAY FIRST ON THE STEEL MATTING AND ROLLED UNTIL WE HIT THE FIRST HILL ON THE RUNWAY WHERE WE BOUNCED INTO THE AIR AGAIN. WE SETTLED BACK DOWN AND EVERYTHING WAS NORMAL AND UNDER CONTROL. THE PILOT HELD THE NOSE WHEEL OFF THE GROUND TO LOSE SPEED, BUT NOT FOR LONG AS THE RUNWAY IS NOT TOO LONG. WHEN THE PILOT PUT THE NOSE ON THE GROUND AND TRIED TO APPLY THE BRAKES, THEY DID NOT RESPOND TO THE PRESSURE. AT THIS TIME, WE WERE ABOUT THREE FOURTHS OF THE WAY DOWN THE RUNWAY AND STILL TRAVELING APPROXIMATELY 100 M.P.H. THE PILOT TRIED TO APPLY THE BRAKES AGAIN AND FOUND THEM TO BE NO GOOD. HE THEN TRIED TO GROUND LOOP THE AIRPLANE, BUT COULD NOT. WE SAW THAT A CRASH WAS COMING AND RELAYED THAT INFORMATION TO THE CREW. I DID NOT HAVE TIME TO PULL UP THE WHEELS, BUT I CUT OFF THE MIXTURE CONTROL AND MASTER AND IGNITION SWITCHES BEFORE WE HIT THE DIRT EMBANKMENT AT THE END OF THE RUNWAY. AS WE HIT THE EMBANKMENT, THE NOSE AND MAIN WHEELS WERE SHEARED OFF AND WE WENT OVER IT AND INTO A GRAVEL PIT ON THE OTHER SIDE OF THE EMBANKMENT, WHICH PIT IS ABOUT 30 TO 40 FEET DEEP AND 55 FEET WIDE. THE LAST I CAN REMEMBER CLEARLY IS THE PLANE CRASHING INTO THE PIT WHILE I WAS HOLDING THE WHEEL IN THE FORWARD POSITION WITH ONE HAND AND OPENING THE HATCH WITH THE OTHER.

2. AFTER THE CRASH, I CAN REMEMBER BEING HELPED OUT OF THE PLANE BY LT NETHERTON WHO WAS RIDING IN THE RADIO COMPARTMENT AND REMEMBER SEEING SGT SCHAEFER AND PUTERKA TRYING TO GET TO THE PILOT AND GET HIM OUT OF THE AIRPLANE. THE RIGHT ENGINE WAS ON FIRE BUT NOT BURNING TOO BADLY AT THAT TIME. AFTER THE ABOVE SGTS SUCCEEDED IN GETTING THE PILOT OUT OF THE AIRCRAFT, SGT PUTERKA WENT BACK AND STARTED THROWING DIRT UPON THE BURNING ENGINE, AND SGT SCHAEFER CONTINUED TO HELP LT BARKER UP THE HILL AND TO THE AMBULANCE. EVERYONE WAS GIVEN IMMEDIATE MEDICAL ATTENTION OF THE HIGHEST KIND.

3. THE WEATHER AT THE TIME WE ARRIVED AT FRISTON WAS A MODERATE RAIN, WITH VISIBILITY AT APPROXIMATELY 1 TO 2 MILES. IT WOULD CLEAR UP IN PLACES AND VISIBILITY WOULD INCREASE TO 3 MILES. ON THE FIELD ITSELF IT WAS RAINING AND THE GROUND WAS SOGGY AND SLICK. THE TOWER CLEARED US TO LAND AT THEIR FIELD AND DID NOT REPORT THE SLIPPERY RUNWAY.

JOHN J. BEYNOLDS,
2ND LT, AC.

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572ND BOMBARDMENT SQUADRON

APO 140, U. S. Army,
26 August 1944.SUBJECT: Airplane Accident 24 August 1944 - Airplane # 41-95801.
Passenger's Statement.

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

1. I was a passenger riding in the turret of plane #301 when the accident took place at about 1615.

2. The runway was wet. Landing on the steel mat, a bump threw the plane into the air again. When the plane came down to land after hitting the bump, it was past the steel mat and on the wet grass which had a clay base. The brakes did not seem to be slowing the speed of the plane and the tires were skidding across the ground. The co-pilot pulled the air bottle. The right wheel had more traction and pulled the plane toward the right side in the direction of an embankment. It appeared that it was too late to pull up the wheels and to skid on the plane's belly for a skid landing. The co-pilot opened the bomb bay doors for them to catch on the ground. We hit the embankment about 100 M.P.H., which broke off the landing gear and bomb bay doors, and slowed the speed of the plane. The airplane seemed to rise about 15 feet into the air and then to fall about 45 feet down into a lime quarry. After we hit, I tore the right window loose and two of us escaped through that window. When we hit the ground, the right engine was burning and we ran up a hill when we saw the Navigator on top of a wing calling for help for the pilot, co-pilot and Engineering Officer. T/Sgt Puterka and I carried the pilot, Lt Barker, out and away from the plane. T/Sgt Mosher helped the co-pilot, Lt Reynolds, away from the plane and then helped Lt Walker up the hill.

E. A. Schaefer
EARL A. SCHAEFER, 3280968,
S/Sgt, 572nd Bomb Sq.
Engineer-Gunner.

Encl. 3

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Subject: Report of Aircraft Accident (B-26-45, A.F. No. 42-95-801). E-J-4
 360.33 1st W/Ind.
 HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 11 October 1944.

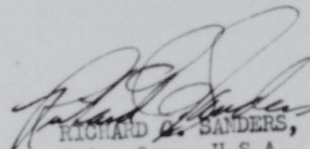
TO: Commanding Officer, A-73, APO 140, U. S. Army.

1. AAF Form 14 and attachments returned for the following:

a. Considering evidence as submitted it is requested further investigation be made, as report leaves the conclusion that there is definitely a factor of pilot error or poor judgment involved in the accident, particularly, as regards this type of field and weather conditions at the time landing was made. It is desired that a definite conclusion be made as to whether pilot made his landing short enough, especially, as regards length of field, landing speed of this type aircraft and condition of field at the time accident occurred.

2. The above to be accomplished and corrected report will be re-submitted to this headquarters with the least possible delay.

By command of Major General ANDERSON:


 RICHARD G. SANDERS,
 Brig. Gen., U.S.A.,
 Chief of Staff.

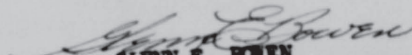
3 Incls: n/c

2nd W/Ind. G-GB-1
 360.33
 HEADQUARTERS, AAF STATION A-73, APO 140, U S Army, 18 October 1944.

TO: Commanding Officer, 391st Bomb Group, AAF Station A-73, U S Army.

Attention directed to 1st W/Ind for immediate corrective action.

By order of Colonel WILLIAMS:


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

3 Incls: n/c

RESTRICTED

Incl. 4

RESTRICTED

Subject: Report of Aircraft Accident (B-26B45, A. F. No. 42-95801).
360.33 3rd W/Ind. E-BLS-p
HEADQUARTERS, 391st Bombardment Group, APO 140, U. S. Army, 20 October 1944.

TO: Commanding Officer, AAF Station A-73, APO 140, U. S. Army.

1. A complete investigation of this accident has been made. In reference to 1st Lt Barker's landing this board concludes from the statements of the co-pilot and engineer gunner that the landing was short enough as regards the length of field and landing speed of this type aircraft. The statements agree that the pilot landed on the short steel matting which is the normal touchdown point for the runway. The co-pilot states that the approach airspeed was 140 MPH, which is not considered excessive, considering the load Lt Barker had in his aircraft. Further, the pilot knew that Friston was not an unusual air-drome for this type aircraft and although he did not know the exact condition of the field, it is felt by the board that he was following the correct procedure in taking the advice of the flying control at Friston, since they were familiar with this type aircraft.

For the Commanding Officer:

Donald K. Brandon

DONALD K. BRANDON,
Lt Col, Air Corps,
Investigating Officer.

Incl. 4

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RESTRICTED

Subject: Report of Aircraft Accident (B-26B45, A. F. No. 42-95801).
360.33 4th W/Ind. G-GB-2
HEADQUARTERS, AAF STATION A-73, APO 140, U. S. Army, 23 October 1944.

TO: Commanding General, 9th Bombardment Division, APO 140, U S Army.

Returned with completed investigation as directed in 1st W/Ind. Report of investigation is contained in 3rd W/Ind.

For the Commanding Officer:



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

Incl: 4

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RESTRICTED
HEADQUARTERS
9TH BOMBARDMENT DIVISION (H)

E-4-4

APO 140, U. S. Army
9 November 1944

360.33

SUBJECT: Aircraft Accident Report.

TO : Commanding General, Army Air Forces.

1. Reference is made to aircraft accident occurring 1530 hours, 24 August 1944, Friston, England, pilot, Frederick E. Barker, O-738331, 1st Lt., A.C., 9th Bombardment Division (H), AAF Station 166, aircraft B-26D45 - 42-95801.

2. Apparently the only basis upon which the responsibility for the accident was placed "entirely on the judgement of flying control" was the fact that Flying Control at Friston, where the accident occurred, did not warn the pilot of the slippery condition of the field. However, regardless of the fact that Flying Control did not warn the pilot of the slippery condition of the field, the pilot should have been aware of the fact that a grass field with a steel netting runway will inevitably be slippery when wet. The statement of the co-pilot, that upon arrival there was moderate rain on the field itself, should have precluded the necessity for such a warning to the pilot and should have been sufficient warning in itself that such a slippery condition could reasonably be expected. In view of this fact it is not believed that the placing of responsibility for the accident upon Flying Control, at Friston, can be justified.

3. In addition to the above, the statement of the co-pilot and the Engineer-gunner, seem to indicate further factors of faulty pilot technique or error in judgement as the underlying cause of the accident. Although the field itself is not large and the runway is not too long (1750 yards), under normal conditions no great difficulty has been experienced in the past in landing B-26 aircraft on this field. The copilot's statement that although the approach speed was 140 m.p.h., which is normal for this aircraft under the load conditions at the time of the accident, the aircraft bounced into the air upon coming to a rise in the runway, which indicates that the aircraft was actually travelling much too fast when it contacted the runway particularly since this rise was encountered after the aircraft had been rolling on the ground for some distance. The co-pilot also stated that when they were three-quarters distance down the runway, they were still going approximately 100 miles an hour, which also indicates an abnormally fast landing speed. While the engineer-gunner stated that he believed they hit the embankment at about 100 m.p.h., this cannot be accepted as fact since he was not riding where he could see the airspeed indicator, however, it does provide another indication that the aircraft touched down at an excessive speed.

4. Considering the statements of the co-pilot, the engineer-gunner, the narrative of the accident in the Aircraft Accident Committee's report and the physical condition and size of the field it is the opinion of this headquarters that the basic cause of the accident was a combination of adverse weather conditions and

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(Aircraft Accident Report, 7 Nov 44, cont'd.)

Faulty pilot technique.

For the Commanding General:

RICHARD C. SANDERS,
Brig. Gen., U.S.A.,
Chief of Staff.

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HEADQUARTERS
AAF STATION #166

G-B-3

APO 140, U S Army.
31 August 1944.

SUBJECT: Report of Aircraft Accident.

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

Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident, 360.33
(in quadruplicate) of aircraft B-26H5, A.F. No. 42-95-801.

For the Commanding Officer:



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

3 Incls:

- Incl #1 - WD AAF Form No. 14 (in quadruplicate).
- Incl #2 - Statement of 2nd Lt John J. Reynolds (co-pilot).
- Incl #3 - Statement of 2nd Lt Earl A. Schaefer (engineer-gunner).

360.33 1st Ind. E-J-4
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 9 November 1944.

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

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

2. This headquarters does not agree with the Aircraft Accident Committee in assessment of responsibility and is submitting separate letter to Commanding General, Army Air Forces, copies attached hereto.

For the Commanding General:

Richard G. Sanders
RICHARD G. SANDERS,
Brig. Gen., U.S.A.,
Chief of Staff.
13 NOV 1944

5 Incls:

- Incls 1 - 3 - n/c
- Incl 4 - 1st, 2nd, 3rd & 4th W/Inds
- Incl 5 - 9th B.D. letter "Aircraft Accident Report".

- 1 -

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360.33

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 18 NOV 1944

E-CSJ-3

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

Report of Aircraft Accident committee approved.

For the Commanding General:

5 Incls: (2 cys ea w/d)

C. M. Seebach
 C. M. SEEBACH,
 Colonel, A.G.D.,
 Adjutant General.

2049

- 2 -
RESTRICTED

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, I.N.C.

DATE NOV 25 1946

THIS CIRCULATION SLIP WILL REMAIN WITH AND BECOME A PART OF THE PERMANENT RECORD
INFORMAL REPLY MAY BE MADE UNDER REMARKS, ALSO ON REVERSE SIDE, TURNING BOTTOM EDGE UP

TO	FROM	INITIALS	TO	FROM
	CHIEF FLYING SAFETY			SAFETY EDUCATION
	DEPUTY CHIEF, FLYING SAFETY			MEDICAL SAFETY
	PLANS & ORGANIZATION			CHIEF OF REGIONS
	PROGRAMS & REQUIREMENTS			MATERIAL & MAINTENANCE
	BUDGET & FISCAL			TRAINING & OPERATIONS
	SAFETY ENFORCEMENT	✓		ACCIDENT ANALYSIS 4918
	ADMINISTRATIVE SERVICES			SQUADRON "A"
	PERSONNEL (MILITARY)(CIVILIAN)			CLASSIFIED RECORDS
	SUPPLY & SERVICES		✓	MAIL & RECORDS R28
	OFFICE SERVICES			FLIGHT RECORDS
	REPRODUCTION			

ACTION DESIRED

ATTENTION: *Call Evans*

NECESSARY ACTION	COORDINATION	SIGNATURE
COMMENT & FORWARD	INITIAL	INFORMATION
REPLY	RETURN	DISPATCH

45-8-24-5-41
mm

NOV 25 1946

FROM:		SUBJ. NAME		1st Lt. BARKER, Frederick E.	
Hq. 9th Bombardment Div. APO 140, U.S. Army		DATE:		NO:	
SUSPENSE DATE:		9 Nov. 44			
		TYPE:		FILE DESIGNATION:	
		Ltr.			
SUBJECT:					
Aircraft Accident Report					
TO:		TO:		TO:	
ATTN-Maj. Vanderkleet		W5			
DATE:		DATE:		DATE:	
23 Nov. 44		11/14			
ACTION:					

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

NO AAF-OFFICE
SAFETY
R & S DIVISION

APC 140, U. S. Army
9 November 1944

360.33

SUBJECT: Aircraft Accident Report.

TO : Commanding General, Army Air Forces.

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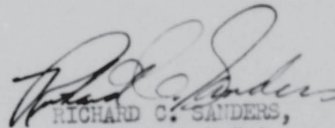
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(Aircraft Accident Report, 7 Nov 44, cont'd.)

faulty pilot technique.

For the Commanding General:


RICHARD C. SANDERS,
Brig. Gen., U.S.A.,
Chief of Staff.