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Accident No. 15-10-31-515

Date

Checked by [illegible] 12-8-44

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

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WAR DEPARTMENT
AAF STATION #A-73
U. S. ARMY AIR FORCES

ACCIDENT No. 43-10-31-575

12-4-44

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 31 October 1944 (3) Time 1445

AIRCRAFT: (4) Type and model B-26B45 (5) A. F. No. 42-95807 (6) Station A-73

Organization: (7) 9 B. D. Ninth AF (8) 391st Bomb (Group) (9) 574th Bomb (Squadron)
(Command and Air Force)

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)
P	Hollis, Willia m N.	P	O-731585	Capt	01	AC	Ninth AF	None	No
CP	Sproule, Clayton A.	P	O-753449	2nd Lt	10	AC	Ninth AF	None	No
EG	Kromm, Delbert C.	EG	16038746	T/Sgt	38	AC	Ninth AF	None	No

PERSONNEL CHARGED WITH ACCIDENT

(20) Hollis (Last name) William (First name) N. (Middle initial) (21) O-731585 (Serial number) (22) Captain (Rank) (23) 01 (Personnel class) (24) AC (Branch)

Assigned (25) 9 B. D. Ninth AF (Command and Air Force) (26) 391st Bomb (Group) (27) 574th Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9 B. D. Ninth AF (Command and Air Force) (30) 391st Bomb (Group) (31) 574th Bomb (Squadron) (32) A-73 (Station)

Original rating (33) Pilot (Rating) (34) 1-30-43 (Date) Present rating (35) Pilot (Rating) (36) 1-30-43 (Date) Instrument rating (37) 9-24-43 (Date)

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

(38) This type	764:35	(42) Instrument time last 6 months	2:05
(39) This model	402:55	(43) Instrument time last 30 days	2:05
(40) Last 90 days	91:35	(44) Night time last 6 months	4:15
(41) Total	764:35	(45) Night time last 30 days	1:10

Total Flying Time..... 1319:30

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	S				One (1) blade of left propeller.
(47) Engine(s)	1	1			
(48) Propeller(s)	O H	1			

(50) Weather at the time of accident Surface wind 120° of 3-5 MPH; 1500' ceiling, overcast; visibility 5 miles, haze.

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

(52) Cleared from A-73 (53) To A-73 (54) Kind of clearance Local.

(55) Pilot's mission Local transition training.

(56) Nature of accident Aircraft ran off taxiway and ground looped, resulting in left propeller striking abandoned gun emplacement.

(57) Cause of accident Left brake failed to hold. Overheating of the brake caused the seal to give way.

(58) Has Form #64 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)

1. On 31 October 1944, Capt Hollis was giving Lt Sprowls transition training in a B-26B45 aircraft, A F No. 42-95007. Prior to the accident two landings were made. Apparently the excessive taxiing overheated the seal of the left brake, causing it to deteriorate. On the last landing the brake failed and the ship slowly ground looped into an abandoned gun sight causing damage to the propeller.

2. Cause: Materiel failure (overheating of the brake caused the seal to give way).

3. Recommendations: None.

Signature Donald H. Brandon
(Investigating Officer)
DONALD E. BRANDON, Lt Col., AC
Ernest H. Lyncole
ERNEST H. LYNCOLE, Lt Col., AC
James A. Sullens
JAMES A. SULLENS, Maj., AC

Date November 9, 1944

Hq 505 USAFF /13350

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574TH BOMBARDMENT SQUADRON (M)
OFFICE OF THE OPERATIONS OFFICER

1 NOVEMBER 1944

SUBJECT: PILOT'S STATEMENT OF AIRCRAFT ACCIDENT

TO : OPERATIONS OFFICER, 391ST BOMB GROUP, APO #140.

ON 31 OCTOBER I WAS PILOT IN AIRCRAFT NO. 42-95807 AND WAS FLYING A TRANSITION FLIGHT. I LANDED ON RUNWAY 23 AND WAS TAXIING TO THE HARDSTAND, WHEN I TESTED MY BRAKES I NOTICED THAT THE LEFT BRAKE HAD NO EFFECT; THE CO-PILOT CUT THE MIXTURE TO IDLE SHUT OFF AND I USED THE RIGHT BRAKE TO TURN DOWN THE TAXIWAY AT END OF THE RUNWAY. THE PROPS HAD STOPPED TURNING AND THE SHIP WAS ONLY COASTING BUT WAS RUNNING OFF THE TAXIWAY FOR AN ABANDONED GUN EMPLACEMENT. THE AIR BOTTLE WAS PULLED BUT THE LEFT BRAKE FAILED TO HOLD AND THE SHIP DID A SLOW GROUND LOOP INTO THE BANK OF THE GUN EMPLACEMENT BENDING ONE PROP BLADE. THE BRAKE SEAL HAD BLOWN OUT AND CAUSED THE FAILURE OF THE LEFT BRAKE.

William N. Hollis
WILLIAM N. HOLLIS,
CAPT., AIR CORPS,
"C" FLT COMMANDER.

1ST IND.
574TH BOMB SQ., OFFICE OF THE OPNS. OFFICER, 1 NOVEMBER 1944

TO: OPERATIONS OFFICER, 391ST BOMB GP., APO #140.

1. FOR YOUR INFORMATION.

Delbert J. Salmon
DELBERT J. SALMON,
MAJOR, AIR CORPS,
OPERATIONS OFFICER.

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574th Bombardment Squadron
Engineering

APO 140, US Army,
3 November 1944.

SUBJECT: Accident Report on Aircraft 42-95807.

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

1. During a training flight on October 31, 1944, Army aircraft No. 42-95807, B-26B45 MA, made a landing in which the aircraft left the runway and ran into the embankment of a gun pit. Prior to this landing two successful landings had been made.

2. After each of the two previous landings the engineer of the aircraft checked both brakes for excessive heat and found them normal. The pilot reported both brakes as satisfactory while taxying. When applying the brakes on the last landing the pilot noticed there was no braking effect on the left wheel. The pilot then reved up the right engine to straighten the ship and tried to make the taxying strip. The speed of the ship was too great to make the turn complete so both engines were turned off. The pilot then pulled the air bottle, which had no effect. The aircraft finally came to a stop in the field beside the taxi way with one propeller blade bent, due to striking the embankment of the gun pit.

3. The left brake was disassembled and the clearances between the discs were found correct. The brake seal was found deteriorated due to excessive heat. The left propeller assembly was changed because of the bent blade.

William H. Woessner

WILLIAM H. WOESSNER,
Captain, Air Corps,
Engineering Officer.

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HEADQTRS NINTH
AAF STATION A-73

G-CF-3

APO 140, U S Army
10 November 1944

SUBJECT: Report of Aircraft Accident, A.F. No. 42-95807.

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

Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, Headquarters IX Bomber Command, dated 18 April 1944.

360.33

For the Commanding Officer:

RECEIVED
11 NOV 1944

CYRIL S. FARFEL,
1st Lt., Air Corps,
Asst Adjutant.

3 Incls:
Incl #1 - WD AAF Form No. 14 in quadruplicate.
Incl #2 - Pilot's Statement of Aircraft Accident with 1st Ind. (quad).
Incl #3 - Statement of Engineering Officer, 574th Bomb Sq. (quad).

360.33 1st Ind. E-J-1
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U.S. ARMY, 17 November 1944.

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

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

For the Commanding General:

RECEIVED
22 NOV 1944

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

3 Incls:
1 cy ea w/d

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360.33 2nd Ind. E-CSJ-3
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 25 NOV 1944

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

Report of Aircraft Accident committee approved.

For the Commanding General:

Harold R Carter
for C.M. SEEBACH,
Colonel, AGD,
Adj. General.

3 Incls: (2 cys ea w/d)

2933

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