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Accident No. 45-12-15-524

Date

Checked by

Analyzed by JM.

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Notes

1225:9-43

Accident No. 45-12-15-524

Date

Checked by JM 1-22-46

Analyzed by

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Notes

3989:10-44 FS

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War Department
A.A.F. Form No. 14
(Revised Mar 15, 1942)

Accident No. 45-12-15-524

1-12-45

WAR DEPARTMENT
AAF Station A-61
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

97

(1) Place A-61 (2) Date 15 December 1944 (3) Time 0956
Aircraft: (4) Type & Model B-26G (5) A.F. No. 43-34339 (6) Station A-61
Organization (7) IX B. D. (Command or Air Force) Ninth AF (8) ------- (Group) (9) 1st. Pathfinder Sq. (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rat ing (12)	Serial No. (13)	Rank (14)	Per. Class (15)	Br. (16)	Air Force or Command (17)	Result to Per. (18)	Use of chute (19)
P	Philips, Dudley A	P	0-412066	Capt	01	AC	Ninth AF	None	No
CP	Kirkland, Robert C	CP	0-721784	2 Lt	01	AC	Ninth AF	None	No
N	Van Aken, Harry F	N	0-2061287	2 Lt	01	AC	Ninth AF	None	No
B	Barlow, LaVerne P	B	0-2004381	2 Lt	01	AC	Ninth AF	None	No
RG	Maddenhorst, Joe C	RG	19020047	T/S	21	AC	Ninth AF	None	No
EG	Ratto, Bernard A	EG	39047218	Cpl	21	AC	Ninth AF	None	No
TG	Linden, Herbert M	TG	18046911	M/S	21	AC	Ninth AF	None	No

(20) Philips (Last) Dudley (First) A (Init) (21) 0-412066 (Serial) (22) Capt. (Rank) (23) 01 (Per. Class) (24) AC (Branch)
Assigned (25) IX B.D., Ninth AF (Command or Air Force) (26) 394 (Group) (27) 586 (Squad.) (28) A-74 (Station)
Attend for flying (29) IX B.D., Ninth AF (Command or A.F.) (30) ------ (Group) (31) 1 Pathfinder (Sqdn) (32) A-61 (Station)
Org. Rat. (33) Pilot (Rating) (34) 6/3/42 (Date) Pres. rat. (35) Pilot (Rating) Inst. rat (37) ------ (Date)
First Pilot Hours (at time of accident) Pres. rat. date (36) 6/3/42

(38) This type	755:20	(42) Inst. time last 6 mos.	20:30
(39) This Model	12:45	(43) Inst. time last 30 days	06:00
(40) Last 90 days	48:30	(44) Night time last 6 mos	23:35
(41) Total	1228:40	(45) Night time last 30 days	00:00

Above totals incomplete. Form Five incomplete upon reaching this organization.

AIRCRAFT DAMAGE

Damage		(49) List of damaged parts
(46) Aircraft	W	Complete Wreck
(47) Engine(s)	W	
(48) Propeller(s)	W	

(50) Weather at time of accident Visibility 1 mile. 7/10 medium cloud cover.
(51) Was the pilot flying on instruments at time of accident No.
(52) Cleared from A-61 (53) To A-72 (54) Kind of clearance "A" Form
(55) Pilot's mission Combat
(56) Nature of accident Aircraft crashed on take-off
(57) Cause of accident Left engine cut out on take-off
(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.)

Pilot after conducting thorough prescribed ground check of engines undertook to take-off. Immediately after becoming airborne and as the wheels were coming up left engine manifold pressure felloff to 25-30 inches of mercury. Pilot managed to control torque but airspeed began to fall off so he elected to cut throttles and belly the aircraft in.

Findings: Both engines were completely wrecked to no satisfactory investigation so the cause for engine failure could be conducted. No responsibility would appear to be with pilot.

Recommendations: None.

Signed Harrison A. Epperson
(Investigating Officer)
HARRISON A. EPPERSON, Capt. ORC

Wilbur C. Cox
WILBUR C. COX, Capt. ORC

Paul H. Jones
PAUL H. JONES, Capt. ORC

Date 18 December 1944

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HEADQUARTERS
1st. PathfinderSquadron Prov.
APO 140, U.S. Army

17 December 1944

C E R T I F I C A T E

After taxiing out to take-off position in a B-26G type aircraft, Air Corps Number 43-34339, my co- pilot and I conducted a thorough engine and cockpit check prior to take-off. The engines checked out very well not having over a twenty mag drop on any particular magneto. Continuing the regular check, all instruments and controls were checked and found to be satisfactory for take-off requirements.

I received permission from the Control Tower to take-off and immediately began my run. After attaining an air speed of approximately 135 MPH, becoming airborne, I gave my co-pilot the signal for wheels up. Almost immediately after my signal, the plane veered off to the left, the left wing dropped, almost digging in. I applied full right rudder and aileron, lifting the wing. My left manifold pressure reading was approximately 30 inches with full throttle setting. My airspeed began falling off. I immediately cut both throttles and set the airplane in on its belly.

Dudley A. Philips Jr

DUDLEY A. PHILIPS,
Captain, Air Corps,.

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HEADQUARTERS
1st. PathfinderSquadron Prov.
APO 140, U.S. Army

17 December 1944

CERTIFICATE

After taxiing out to take-off position in a B-26G type airplane, Air Corps Number 43-34339 on 15 December 1944. I assisted the pilot in making the prescribed pre-flight check and found the aircraft satisfactory for flight.

When we became airborne I raised the wheels on the pilots signal. I noticed the plane veer to the left and at the same time I noticed the left manifold pressure as being a little more than 30 inches, the right one being proper for take-off. Whe we hit the ground I cut the switches and evacuated when the aircraft stopped sliding.

Robert C. Kirkland

ROBERT C. KIRKLAND,
2nd. Lt., Air Copps.
CO-PILOT

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

18 December 1944

SUBJECT: Assessment of Damage to A/C 43-34339.

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

1. Following is the damage incurred on A/C 43-34339 in the accident which occurred on 15 December 1944 at A-61:

Airplane major replacement.

Vaner A. Smith
VANER A. SMITH,
Major, Air Corps,
S-3 Officer.

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

18 December 1944

SUBJECT: Aircraft Accident Report.

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

360.33

1. Transmitted herewith is AAF Form 14 and supporting papers concerning accident of B-26G5, Air Corps Number 43-34339 which occurred at 0956, 15 December 1944, at A-61.

Vaner A. Smith
VANER A. SMITH,
Major, Air Corps,
S-3 Officer.

Inclosures:

1. AAF Form 14.
2. Certificate of Dudley A. Philips, Capt. AC.
3. Certificate of Robert C. Kirkland, 2nd. Lt. AC.
4. Assessment of Damage to A/C 43-34339.

360.33 1st Ind. E-J-1
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U.S. ARMY, 23 December 1944.

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force dated 27 November 1944.

For the Commanding General:

S. L. Parmenter
S. L. PARMENTER,
CAPTAIN, A.C.
ASS'T ADJ. GEN.

RECEIVED 26 DEC 1944 HEADQUARTERS Ninth Air Force A.G. Section

4 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. 28 DEC 1944

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

S.V. HESLIN,
Major, A.G.D.,
Asst Adj. Gen.

4 Incls: n/c

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