

R E S T R I C T E D

360-33

2nd Ind.

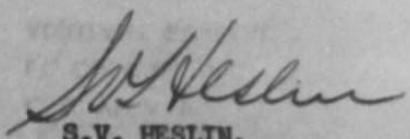
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HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 13 February 1945.

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.C.D.,
Asst Adj. Gen.

5 Incls: (2 cys w/d)

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R E S T R I C T E D
- 2 -

RESTRICTED

DESCRIPTION OF ACCIDENT

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

1. On 22 January 1945, 2nd Lt Gerald R. Lantz returned in formation from a combat mission, flying a B-26FL aircraft, A.F. #42-96313. He had been scheduled to fly No. 4 position in the high flight of the second box but, upon return to the field, was flying No. 2 position of the same flight, the Nos. 2 and 3 ships having left the formation because of poor visibility and the No. 5 ship having ~~abandoned~~.

Lt Lantz landed at normal interval behind the leader of his flight. He landed on the left side of the runway about one-quarter of its length from the down-wind end. After touching down, his ship continued along a straight line until it left the left-hand edge of the runway approximately seventy-five (75) yards from the touchdown point. The left main wheel struck a snow bank at the edge of the runway, and the ship ground-looped through 180°, collapsing the nose wheel and the right main wheel. Aircraft is total loss as result of accident.

Examination of wheel marks on runway indicates that Lt Lantz's ship did not skid or swerve after landing but continued in a straight line to the point where it left the runway.

2. Cause: 100% pilot error. The board believes that this accident was due entirely to the pilot's failure to correctly align his aircraft with the runway before making touch-down.

3. Recommendations: None.

Signature:

James G. Sullivan

JAMES G. SULLIVAN, 1st Lt., AC.

WALTER J. THOMAS, MAJ., AC.

JOHN J. KELLY, 1st Lt., AC.

Date: 20 January 1945.

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572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP

APO 140, U. S. Army,
22 January 1945.

SUBJECT: Aircraft Accident Report, Plane #42-96313 Z: Pilot's Statement.

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

1. Accident of ground loop took place at 1415, 22 January 1945, during normal formation landing of high flight, second box. The lead plane landed No. 1 in center of runway No. 23. We followed in position No. 2 having taken that position when poor visibility caused #2 and #3 to leave the formation. #5 had aborted. The prop wash caught us at finish of flare out causing us to go to the left where we hit the soft snow left there by the snow plow which caused the plane to ground loop.

2. No one was injured.

Gerald R. Lantz
GERALD R. LANTZ,
2nd Lt, AC.

RESTRICTED

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572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP

APO 140, U. S. Army,
22 January 1945.

SUBJECT: Airplane Accident Report, Plane #42-96313 Z: CoPilot's Statement.

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

1. While landing behind the lead plane in High Flight, Box II, on the 22 January 1945, we ground looped. The reason was that the lead plane landed in the center of the runway. We caught the prop-wash on flareout. This caused us to skid to the left so as to catch the left wheel in soft snow. This threw the plane into a ground-loop washing the plane out.

Donal J. MacFarren
DONALD J. MACFARREN,
2nd Lt, AC.

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572ND BOMBARDMENT SQUADRON
391st BOMBARDMENT GROUP

APO 140, U. S. Army,
22 January 1945.

SUBJECT: Airplane Accident Report, Plane #42-96313 Z: Bombardier's Statement.

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

1. This day, 22 January 1945, we ground looped on landing. I was landing in the nose to help the Pilot locate the runway as it was snowing. We came in for a normal landing when the plane ahead of us took the center of the runway and the Pilot chose the left side for our landing. On the flareout just before the wheels touched we were caught by prop wash.

2. It was my conception that we slid left when touching the slippery runway causing our left wheel to catch in the snow piled along the runway thereby spinning us around.

Gilbert W. Kinney
GILBERT W. KINNEY,
2nd Lt, AC.

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HEADQUARTERS
AAF STATION A-73

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APO 140, U S Army
26 January 1945

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SUBJECT: Report of Aircraft Accident, A.F. No. 42-96313.

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 1st April 1944.

For the Commanding General,



FRANCIS S. PARPEL,
1st Lt., Air Corps,
Adjutant.

5 Inclosures:

- Incl #1 - WD AAF Form No. 14 (in quad)
- Incl #2 - Pilot's statement (in quad)
- Incl #3 - Co-pilot's statement (in quad)
- Incl #4 - Bombadier's statement (in quad)
- Incl #5 - one set pictures (in quad)

360.33

1st Ind.

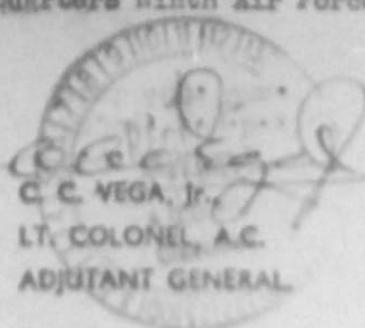
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HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 7 February 1945.

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:



5 Inccls: 1 ey ea w/o

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