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. 45-1-22-527

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 22 January 1945 (3) Time 1408

AIRCRAFT: (4) Type and model B-26F1 (5) A. F. No. 42-96313 (6) Station A-73

Organization: (7) 9th B.D. NINTH AF (Command and Air Force) (8) 391st Bomb (Group) (9) 572nd Bomb (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)
P	Lantz, Gerald R.	P	O-715977	2nd Lt	18	AC	NINTH AF	None	No
CP	MacFarren, Donald J.	P	O-714732	2nd Lt	18	AC	NINTH AF	None	No
B	Kinney, Gilbert W.	B	O-722589	2nd Lt	18	AC	NINTH AF	None	No
EG	Misniakiegicz, Edward J.	EG	36665054	S/Sgt	38	AC	NINTH AF	None	No
RG	Miller, Richard B.	RG	32754551	S/Sgt	38	AC	NINTH AF	None	No
AG	Miller, Henry D.	AG	19124076	S/Sgt	38	AC	NINTH AF	None	No

PILOT CHARGED WITH ACCIDENT

(20) Lantz (Last name) Gerald (First name) R. (Middle initial) (21) O-715977 (Serial number) (22) 2nd Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th B.D. NINTH AF (Command and Air Force) (26) 391st Bomb (Group) (27) 572nd Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th B.D. NINTH AF (Command and Air Force) (30) 391st Bomb (Group) (31) 572nd Bomb (Squadron) (32) A-73 (Station)

Original rating (33) Pilot (Rating) (34) 12 Mar '44 (Date) Present rating (35) Pilot (Rating) (36) 12 Mar '44 (Date) Instrument rating (37) 1 June 1944 (Date)

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

(38) This type	219:15	(42) Instrument time last 6 months	11:25
(39) This model	8:30	(43) Instrument time last 30 days	1:00
(40) Last 90 days	73:50	(44) Night time last 6 months	10:05
(41) Total	451:45	(45) Night time last 30 days	0:00

AIRCRAFT DAMAGE NF-OR-1

	DAMAGE L	DAMAGE R	(49) LIST OF DAMAGED PARTS
(46) Aircraft	W		Total loss.
(47) Engine(s)	W	W	
(48) Propeller(s)	W	W	

(50) Weather at the time of accident Visibility of two (2) miles with snow; ceiling twelve hundred (1200) feet with cloud coverage of eight (8) to ten (10) tenths; surface wind two hundred ten (210) degrees of seven (7) MPH.

(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 Operational

(55) Pilot's mission Combat

(56) Nature of accident Landing accident. Plane ran off runway and struck snow bank, collapsing nose wheel and right main wheel.

(57) Cause of accident One hundred percent pilot error. Pilot failed to align aircraft properly with runway.

(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)

1. On 22 January 1945, 2nd Lt Gerald R. Lantz returned in formation from a combat mission, flying a B-26F1 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 aborted.

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 A Sullens (Investigating Officer)

JAMES A. SULLENS, LtCol, AC.

Walter J. Ives

WALTER J. IVES, Maj, AC.

Carroll A. Santos, Jr.

CARROLL A. SANTOS, JR., Maj, AC.

Date 30 January 1945.

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

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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

Encl #2

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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.

Donald J. MacFarren

DONALD J. MACFARREN,
2nd Lt, AC.

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Encl #3

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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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Incl #4







RESTRICTED

Encl #5

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HEADQUARTERS
AAF STATION A-73

G-F-3

360.33

APO 140, U S Army
26 January 1945

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 18 April 1944.

For the Commanding Officer:

RECEIVED
26 JAN 1945

CYRIL S. FARFEL,
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. E-Q-3
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:

C. C. VEGA, Jr.,
LT. COLONEL, A.C.
ADJUTANT GENERAL.

5 Incls: 1 cy ea w/d

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360.33

2nd Ind.

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

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.

5 Incls: (2 cys w/d)

NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
LANTZ, Gerald R.			B-26			45-1-22-527		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN