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. 45-1-27-512

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 27 January 1945 (3) Time 1417

AIRCRAFT: (4) Type and model B-26G15 (5) A. F. No. 44-67829 (6) Station A-73

Organization: (7) 9th B.D. NINTH AF (Command and Air Force) (8) 391st Bomb (Group) (9) 574th 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	McLaurin, James E.	P	O-578447	2nd Lt	18	AC	NINTH AF	Minor	No
CP	Blantor, James K. Jr.	P	O-667922	2nd Lt	01	AC	NINTH AF	None	No
BN	Running, Clifford J.	B	T-131619	F/O	17	AC	NINTH AF	None	No
RG	Smith, Duncan R.	RG	11071740	Cpl	38	AC	NINTH AF	None	No
EG	Tarreto, Albert (nmi)	EG	33605165	Cpl	38	AC	NINTH AF	None	No
AG	Martin, Harry L. F.	AG	13169959	Cpl	38	AC	NINTH AF	Major	No

~~PILOT CHARGED WITH ACCIDENT~~

(20) McLaurin (Last name) James (First name) E. (Middle initial) (21) O-578447 (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) 574th Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th 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) 15 Apr 44 (Date) Present rating (35) Pilot (Rating) (36) 15 Apr 44 (Date) Instrument rating (37) 23 Sept. 1944 (Date)

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

(38) This type	182:00	(42) Instrument time last 6 months	12:20
(39) This model	62:50	(43) Instrument time last 30 days	2:00
(40) Last 90 days	61:10	(44) Night time last 6 months	37:40
(41) Total	367:50	(45) Night time last 30 days	0:00

AIRCRAFT DAMAGE

	DAMAGE L	DAMAGE R
(46) Aircraft	W	
(47) Engine(s)	W	W
(48) Propeller(s)	W	W

(49) LIST OF DAMAGED PARTS: Total loss.

(50) Weather at the time of accident: Three (3) miles visibility; surface wind 330° at six (6) MPH; no clouds.

(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: Formation training.

(56) Nature of accident: Aircraft crashed into ground immediately after becoming airborne.

(57) Cause of accident: Partial or complete loss of power on right engine.

(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 27 January 1945, 2nd Lt James E. McLaurin took off on a local training mission in a B-26G15 aircraft, A.F. #44-67829. Take-off was on runway one-zero-zero (100). Ship was loaded with 2 X 2000lb G. P. bombs.

Lt McLaurin's take-off run was exceptionally long, his ship remaining on the ground almost to the end of the runway. Immediately after becoming airborne and before the wheels were fully retracted, aircraft was seen to bank to the right momentarily, right itself and then crash straight ahead. Observation from the ground, confirmed by the statements of the pilot and co-pilot, seemed to indicate either partial or complete loss of power on the right engine. Aircraft is total loss as result of this accident.

Upon examination of the aircraft and its engines, subsequent to the accident, the right engine carburetor heat control lever was found in the "hot" position, the carburetor air scoop was closed and the hot air intake gate was in the open position. Inspection of the spark plugs of the right engine showed them to be badly burnt and covered with a heavy deposit of carbon.

Upon questioning, the pilot stated that the carburetor control levers were in the "neutral" position before and during take-off. He admitted, however, that he had not, prior to take-off, assured "cold" operation by placing the control lever in the "cold" position and then returning it to "neutral". Lt McLaurin also stated that, at no time between engine-start and take-off, did he idle his engines at such speed as might make possible the loading-up of the spark plugs because of excessively low r.p.m.

2. Cause: 100% pilot error. The facts disclosed by examination of the right engine, taken in conjunction with the pilots' statements, lead the board to the conclusion that this accident was caused by partial or complete loss of power on the right engine, due to detonation. The board believes that this detonation was directly attributable to the pilot's failure to check properly the position of his carburetor heat controls prior to take-off.

3. Recommendations: None.

Signature James A Sullens
(Investigating Officer)
JAMES A. SULLENS, Lt Col, AC.
Walter J. Ives
WALTER J. IVES, Maj, AC.
Carroll A. Santos, Jr.
CARROLL A. SANTOS, JR., Maj, AC.

Date 30 January 1945.

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CO-PILOTS STATEMENT OF ACCIDENT

On January 27, 1945 I, James K. Blanton, Jr. O-667922 2nd Lt., Air Corps while acting in the capacity of Co-Pilot was in the crack-up of B-26G15, Serial No. 44-67829 directly after take-off.

After giving the airplane a thorough check everything was found to be functioning properly, the other two ships of the formation had taken off slightly over a minute prior to our reaching the take-off position. Upon being cleared we turned on the runway and started moving forward, the pilot made a normal take-off procedure (51'Hg.) and (2700 R.P.M.) the airplane was slow to pick up speed and was doing but approximately 115 when it became airborne. I picked the wheel lever to the wheels up position immediately, at the pilot's signal. In a matter of seconds, the airplane started a diving turn to the right and it was apparent the right wing would dig in. I cut the mixtures controls and got on the controls myself to help the pilot right the airplane, the ship was approximately level when it struck snow covered ground. I was unable to observe anything else correctly until the plane came to rest due to the buffeting I was undergoing.

James K. Blanton Jr.

JAMES K. BLANTON, Jr.
2nd Lt., Air Corps,
Co-Pilot

PILOT'S STATEMENT OF ACCIDENT

I, James E. McLaurin, O-578447, 2nd Lt, Air Corps, was pilot of B-26G15, Serial No. 44-67829 on 27 January 1945. I started the take-off run and everything appeared normal. I was using 51'Hg and 2700 R.P.M. The ship became airborne at approximately 115 M.P.H. I had given the Co-Pilot the signal for wheels up, and we were still operating normally. Slightly after we crossed the end of the runway the ship started a diving turn to the right. It became apparent that I could not control the airplane with the power on. The Co-Pilot cut the mixtures and I cut the throttles, by then we both on the controls trying to pick the right wing up. We succeeded in getting the wing up enough to keep it from digging in to the ground, then we hit on what seemed to be the right nacelle and then we spun around to the left and skidded to a halt.

James E. McLaurin

JAMES E. McLAURIN,
2nd Lt., Air Corps,
Pilot

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574th Bombardment Squadron
Engineering

APO 140, US Army,
30 January 1945.

SUBJECT: Accident Report on Aircraft 44-67829.

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

a. Aircraft Serial No.: 44-67829, B-26G-15MA.
b. Eng. No. Right: FP-065208 - Left: FP-064920
c. Engine Time. Right: 111:20 - Left: 111:20
d. Total time of aircraft: 111:20.
e. Engineering Officer's Diagnosis of Trouble:

On the afternoon of 27 Jan 45, airplane No. 44-67829, Model B-26G-15, was scheduled for a routine training flight. The aircraft was preflighted, checked by the crew and found to be satisfactory for flight. The aircraft taxied to the runway into take-off position and proceeded to take off. The aircraft was in control the entire length of the runway and both engines seemed to be operating satisfactory. Upon nearing the end of the runway the pilot attempted to lift the ship into the air. In so doing, the aircraft lifted about fifty (50) feet into the air and then turned, slipped into the right engine and mushed to the ground, resulting in total loss of the aircraft.

The probable cause of the crash, found on investigation, is due to detonation caused by the right carburetor air heat control in the hot position and the right carburetor air scoop door closed. The plugs were removed from the engine and found to have an excessive carbon deposit on them.

William H. Woessner

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

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Incl #3

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NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
McLAURIN, James E.			B-26			45-1-27-512		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN