NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
BARTELS, DALE R.			B-26G10			45-1-29-540		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN

Accident No. 151-29-570

Date

Checked by [illegible] 4-3-15

Analyzed by [illegible]

Copied for Wright Field by No

Notes

3969:10-4405

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B 1

3-22-

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

Accident No. 45-1-29-540

WAR DEPARTMENT
AAF Station A-72
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place A-72 (2) Date 29 January 1945 (3) Time 1015

Aircraft (4) Type & Model B-26G10 (5) A.F. No. 43-34455 (6) Station A-72

Organization (7) IX B.D. (Command & Air Force) Ninth AF (8) ---- (Group) (9) 1st. Pathfinder Sq. (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rating (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	Bartels, Dale R.	P	O-678993	1 Lt	01	AC	Ninth AF	None	No
CP	Field, Roy B.	P	O-693544	1 Lt	01	AC	Ninth AF	None	No
N	Carls, Willaim H	N	O-685526	1 Lt	01	AC	Ninth AF	None	No
B	Gillow, Edward C.	B	O-762726	2 Lt	01	AC	Ninth AF	Major	No
EG	Goolsbee, John D.	EG	18065231	S/S	21	AC	Ninth AF	None	No
RG	Bernstein, Louis	RG	16079005	S/S	21	AC	Ninth AF	None	No
G	Tileston, Wilmer P	G	19015159	T/S	21	AC	Ninth AF	None	No

(20) Bartels (Last) Dale (First) R. (Init) (21) O-678993 (Serial) (22) 1st Lt (Rank) (23) 01 (Per. Class) (24) AC (Branch)

Assigned (25) IX B.D. Ninth AF (Command & Air Force) (26) 397 (Group) (27) ---- (Squadron) (28) A-72 (Station)

Attchd for flying (29) IX B.D. Ninth AF (Command & A.F.) (30) ---- (Group) (31) 1 Pathfinder (Sqdn.) (32) A-72 (Station)

Org. Rat. (33) Pilot (Rating) (34) 4/22/43 (Date) Pres. rat. (35) Pilot (Rating) Inst. rat (37) ---- (Date)

First Pilot Hours (at time of accident) Pres. rat. date (36) 4/22/43

(38) This type	495:20	(42) Inst. time last 6 mos	31:35
(39) This model	54:30	(43) Inst. time last 30 days	07:10
(40) Last 90 days	95:30	(44) Night time last 6 mos	05:00
(41) Total	856:10	(45) Night time last 30 days	00:00

AIRCRAFT DAMAGE

Damage				(49) List of damaged parts
(46) Aircraft	/		M	Landing gear, R. Wing Tip, Aileron
(47) Engine(s)	/		M	Right engine, replacement.
(48) Propeller(s)	/		M	Right propeller, replacement.

(50) Weather at time of accident 3 miles visibility, 1500 feet ceiling

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

(52) Cleared from A-72 (53) To A-60 (54) Kind of clearance Local

(55) Pilot's mission Combat Mission

(56) Nature of accident A/C crashed on take-off

(57) Cause of accident Left engine cut out completely just as ship was taking off.

(58) Has Form 54 been submitted? No

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(10-42) 1d-29737-2

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DESCRIPTION OF ACCIDENT

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

At about 1010 29 January 1945 Lt. Bartels taxied out and started to take-off on runway 280° at A-72. The take-off was normal until an airspeed of about 115 MPH was reached and the aircraft was ready to be flown off the ground. At this time the left engine cut out and the plane swerved to the left. The pilot could not hold the aircraft straight with rudder. He cut throttles, mixtures and the co-pilot cut the switches. At the time the engine cut out, approximately ½ of the runway remained. As the plane left the end of the runway the co-pilot pulled the gear up.

At the time of the accident the runway was covered with ice and snow. This fact probably necessitated pulling up of the gear.

Cutting out of the left engine in the estimation of the accident board is 100% responsible for the accident.

It is recommended that more time be spent in clearing the snow from the runways.

Signature (Pilot or Flight Officer)

PAUL H. JONES, Capt. ORC

HARRISON A. EPPERSON, Capt. ORC

JOSEPH M. DU BOIS, 1st. Lt. ORC

Date 31 January 1945

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

30 January 1945

C E R T I F I C A T E

On January 29th. at approximately 1010 I ran up my engines and checked them prior to take-off. They checked out alright and were warmed up sufficiently so I taxied out for take-off. Both engines took power on start of take-off, and I pushed them up to approximately 49 hg. They continued to run alright until I pulled the ship off or nearly off, the speed being 110-115 MPH at the time. The left engine then cut out suddenly. The left wing dropped and the aircraft swerved to the left so I pushed right rudder and eased back on right throttle. I still had about ¼ runway left so I saw I could Not get off.

I then dropped throttles and mixtures and eased it back on runway. The co-pilot cut off the switches and pulled up the wheels. Thinking I could stop in time I told him to leave the wheels down, but it was too late which I think now proved to be the best. The plane then slid off the runway, turned sideways, and slid to a halt about 75-100 yards out. The left wheel remained down. No fire started.

The only injury was that of the bombardier, who broke his leg in jumping down from the plane.

Dale R. Bartels
DALE R. BARTELS,
1st. Lt., Air Corps,
Pilot.

Incl 2

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

30 January 1945

C E R T I F I C A T E

On January 29th. I was scheduled to fly as co-pilot in A/C 43-34455 ona combat mission. We started the engines, gave the ship the usual pre-flight check and everything checked out alright. We were given take-off signal and Lt. Bartels, the pilot, pushed the throttles forward. The runway at a quick glance could be seen to be very slippery, but we started our initial roll alright. With full power on I gave the panel instruments a full checked and watched them constantly as usual for the full length of the take-off run. The all were still indicating that the engines were running O.K. at the time. When we had 110-115 airspeed the left engine cut completely out, and Lt. Bartels brought the throttles back to complete off. With the airspeed we had, the length of runway left which was about 500 feet, and the condition of the runway I thought the best thing to do would be to pull up the wheels, so I pulled the handle to up position. Lt. Bartels thinking he could stop it in time had me return the handle to down position. The airplane then skidded off the end of the runway with the right wheel partly down and the left wheel nearly completely up. There was no visible indication of engine malfunction until the engine cut off dead.

The airplane then on its right wing tip and belly skidded to a stop about 100 yards off the end of the runway. Lt. Bartels and I cut mixtures, engine switches and opened escape hatches. When the plane had stopped completely, we all climbed out, and saw the right engine smoking but not burning, so we got away as far as possible immediately.

Raymond B Field

RAYMOND B. FIELD,
1st. Lt., Air Corps,
CO-PILOT.

Incl 3

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OFFICE OF THE OPERATIONS OFFICER
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

31 January 1945

SUBJECT: Assessment of Damage to A/C 43-34455.

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

1. Following is the damage incurred to A/C 43-34455 in the accident which occurred on 29 January 1945 at A-72:

a. Right engine, major replacement.
b. Landing gear, replacement.
c. Right propeller, replacement.
d. Right wing tip, replacement.
e. Right aileron, replacement.

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

Incl 4

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OFFICE OF THE ENGINEERING OFFICER
1st PATHFINDER SQUADRON
STATION A 72

14 February 1945

SUBJECT: Accident Report of B-26G10, Aircraft Serial No. 43-34455.

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

1. The following is a statement of probable cause of crash of A/C 43-34455.

2. The Aircraft was given a complete pre-flight inspection by the Crew Chief approximately one hour before take-off. The results of this inspection indicated the Aircraft was in a safe condition for flight.

3. The Aircraft was further ground checked by the Pilot prior to his take-off run, and the results of this inspection indicated the Aircraft safe for flight.

4. After the crash, the left engine was ground checked by the line chief and Engineering Officer. This was possible because this engine sustained no damage in the crash. The engine again indicated no malfunction. This was the engine reported by the Pilot to have malfunctioned.

5. The Pratt & Whitney Tech Representative was called and he thoroughly checked the engine and found no evidence of engine failure or cause for engine failure.

6. The carburetor is now at the 30th A.D.G., Strip A-61 for complete bench check.

7. Probable cause of malfunction: Formation of ice in carburetor at time of take-off.

Walter A Spencer
WALTER A. SPENCER,
1st Lt., Air Corps,
Engineering Officer.

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21ST WEATHER SQUADRON
DETACHMENT "ZD"

24 February 1945

S T A T E M E N T

At 1010, 29 January 1945, the approximate time of the accident, to A/C 43-34455, the weather at Station A-72 was as follows: 10/10 Stratocumulus with breaks based at 3000 ft, tops 5000 ft. Visibility 1 mile in light continuous snow. Surface temperature 16 degrees F, dew point 14 degrees F, relative humidity 90%. Icing Conditions: No clear or rime icing conditions were present. Conditions for frost formation on the surfaces of the airplane at takeoff were present in a slight degree. Conditions for formation of carburetor icing were present in aslight degree only, as carburetor icing is not usually encountered at a such low temperature.

Edwin H. Cole

EDWIN H. COLE,
1st Lt., Air Corps
Weather Officer

Incl 6

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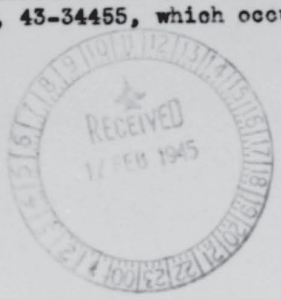
OFFICE OF THE OPERATIONS OFFICER
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

31 January 1945

SUBJECT: Aircraft Accident Report.

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

1. Transmitted herewith is AAF Form 14 and supporting papers concerning accident of B-26G10, 43-34455, which occurred on 29 January 1945 at A-72, at approximately 1010.



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

Inclosures:

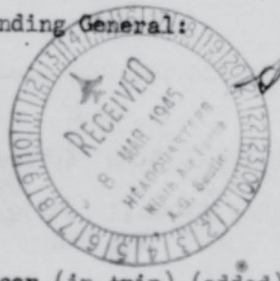
1. AAF Form 14.
2. Certificate of Dale R. Bartels, 1st. Lt. AC.
3. Certificate of Roy B. Field, 1st. Lt., AC.
4. Assessment of Damage to A/C 43-34455.
5. Statement of Engineering Officer.

360.33 1st Ind. E-Q-1
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U.S. ARMY, 1 March 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:



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

6 Incls:
Incl 1 thru 5 - 1 cy ea w/d
Incl 6 - Statement of Weather Officer (in trip) (added)

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360.33

2nd Ind.

HEADQUARTERS NINTH AIR FORCE, APO 696, USArmy, 13 March 1945. E

TO: Commanding General, AAF, Winston-Salem 1, North Carolina. (Att: Chief, Flying Safety)

Report and recommendations of Aircraft Accident Officer approved.

For the Commanding General:

HAROLD L. CARTER,
Lt. Col., A.G.D.,
Asst Adj General.

6 Incls: n/c (2 cys ea w/d)

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