

RESTRICTED

ACCIDENT NO.

WAR DEPARTMENT  
AIR STATION A-58  
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-58 (2) Date 7 February 1945 (3) Time 1014  
AIRCRAFT: (4) Type and model B-26G-5MA (5) A. F. No. 43-34326 (6) Station AAF Station A-58  
Organization: (7) Ninth Air Force (8) 410th Bomb (L) (9) 647th Bomb Sqn (L)  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY (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)
1 P	WEBSTER, WARREN R.	P	0-807545	1st Lt.	18	AC	Ninth AF	None	No
2 CP	WOLFE, ROWLAND D.	P	0-816388	2nd Lt.	18	AC	Ninth AF	None	No
4 N	HOWE, OWEN C.	P/NO	685619	1st Lt.	18	AC	Ninth AF	None	No
5 B	BUNK, RALPH F.	A/NO	746981	1st Lt.	18	AC	Ninth AF	None	No
9 RO	Anglin, John E.	EC	33310508	S/Sgt	38	AC	Ninth AF	None	No
8 X	Curtis, Lawrence J.		19069881	Sgt	38	AC	Ninth AF	None	No

(20) Webster Warren R (21) 0-807545 (22) 1st Lt. (23) 18 (24) AC  
(Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) Ninth Air Force (26) 410th Bomb (27) 647th Bomb Sqn (L) (28) AAF Station A-58  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) (30) (31) (32)  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) Pilot (34) 7-26-43 Present rating (35) Pilot (36) 7-26-43 Instrument rating (37) 9-8-43  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 305:30 (42) Instrument time last 6 months 7:15  
(39) This model 80:30 (43) Instrument time last 30 days 3:15  
(40) Last 90 days 60:45 (44) Night time last 6 months - - -  
(41) Total 776:45 (45) Night time last 30 days - - -

AIRCRAFT DAMAGE NF-OR-1

DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft	0	3		Glass nose broken, nose section wrinkled
(47) Engine(s)	None/	None/		
(48) Propeller(s)	0.5	3.0		

(50) Weather at the time of accident Clouding 500 feet, visibility 3 miles, light drizzle, winds 15 mph from 210 degree, 10/10 cloud cover.

(51) Was the pilot flying on instruments at the time of accident No.  
(52) Cleared from A-58 (53) To A-58 (54) Kind of clearance Local weather  
reconnaissance flight.

(55) Pilot's mission Non - Operational

(56) Nature of accident Landing Accident.

(57) Cause of accident Left main landing gear tire blew out on landing.

(58) Has Form #34 been submitted: Yes.

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# DESCRIPTION OF ACCIDENT

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

## NARRATIVE:

Pilot made normal landing. Tire blew out on left main gear, causing aircraft to swerve to the left and off of runway. Pilot used left throttle and right brake in an attempt to keep aircraft on runway. There was a twenty (20) degree cross wind at fifteen (15) MPH aggravating the aircrafts tendency to swerve to the left. Pilot was landing on left side of runway in his correction for drift.

## RESPONSIBILITY:

100% Matériel failure.

## RECOMMENDATIONS:

None.

## NOTE:

The earth just off the runway at point where aircraft left runway is very soft. Nose gear sank into soft ground that had formerly been a bomb crater and had been filled in.

Signature

*Matthew J. McKenney, Jr.* (RAC)  
MATTHEW J. MCKENNEY, Jr., Lt Col, AC

*Robert C. Jones*  
ROBERT C. JONES, Lt Col, AC

*Janis P. Jones*  
JANIS P. JONES, Maj, AC

Date 7 February 1945

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U. S. GOVERNMENT PRINTING OFFICE 16-50712-1

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**STATEMENT**

On 7 February 1945, I was scheduled for a weather recon flight in B-26C, No. 43-34326. At the hardstand before the flight, I inspected the ship externally, including tire and hydraulic lines. They appeared to be alright.

The tower gave me a weather ceiling of 700 feet and visibility of one mile.

I took off at 0910 and proceeded on course. At approximately 1005 I entered the landing pattern at 4-38, to complete the flight. I checked my landing gear visually and by cockpit instruments. The main gear tires and struts looked to be in proper position and condition. I made a normal approach and landing. The landing was not rough. I landed on the left side of the center of runway # 23, because of a slight cross wind from the left.

Upon touching the ground the plane began to veer toward the left and a noticeable bumping immediately led me to believe that my left main tire was flat. I tried to keep the plane straight and on the runway thru use of right rudder and slight left throttle. As speed decreased I applied right brake, but the plane left the runway and struck the mud on the left of the runway. The nose wheel hit a mud hole, sank, and collapsed. The plane stopped and the nose settled in the mud. I had cut the switches and mixture control before leaving the runway.

No one was injured. The nose section was damaged. The props on the left engine struck the mud, but are not visibly damaged. I know of no other damage.

It is my belief that the accident was caused by the tire on the left main gear blowing out as the plane touched the runway on landing.

*Warren R. Webster*  
WARREN R. WEBSTER  
1st Lt., Air Corps  
Pilot

Encl #2  
**RESTRICTED**



# RESTRICTED

FLYING CONTROL  
AAF STATION A-58  
APO 140

7 February 1945

SUBJECT: Statement of Aircraft Accident.

TO : Commanding Officer, 410th Bombardment Group (L),  
APO 140, U S Army.

1. At 1014 hours, B-26 No. 326-P, of 647th Squadron, apparently blew left tire approximately 750 yards from approach end of Runway 32.

2. Aircraft swerved to left off runway and nose wheel went into soft bomb crater. Aircraft stopped on main gear and nose section of fuselage.

3. No radio contact was made with aircraft prior to landing.

4. Statement of PFC John Saracco, clerk on duty at time of accident is certified by undersigned as true and correct. At time of accident I was in storage tent behind Control van, standing by for duty F.C.O. who was attending briefing.

5. The above is correct to the best of my knowledge.

*Clifford N. Green*

CLIFFORD N. GREEN,

Captain, A.C.,

Senior Flying Control Officer.

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**HEADQUARTERS**  
**410TH BOMBARDMENT GROUP (L)**  
**Office of the Engineering Officer**

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AFPO 140, U.S. Army.  
7 February 1945.

**SUBJECT: Investigation of Aircraft Accident.**

**TO : Aircraft Accident Officer, 410th Bomb Gp (L), AFPO 140, U.S. Army.**

1. B-26G-3A aircraft, serial number 43-34326, assigned to 647th Bomb Sq. (L), crashed on landing this date at A-58. Investigation of the crash revealed the information included below.

2. Shortly after landing, left main gear casing blew out causing subject aircraft to leave the left side of the runway approximately two thirds of the distance between the NE end of runway 23 and the intersection of runways 23 and 27. On leaving the runway the nose wheel struck a filled bomb crater and because of the extremely soft, boggy condition of the soil, the progress of the aircraft was stopped. The nose wheel sank into the soft soil causing the nose section to strike ground.

*John P. Whitney*  
**JOHN P. WHITNEY**  
Major, Air Corps  
Gp. Engineering O.

**RESTRICTED**

*Serial #4*

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WAR DEPARTMENT  
ARMY AIR FORCES

**UNSATISFACTORY REPORT**

(See AAF Reg. 15-54 for Information on Proper Use of this Form)

LEAVE BLANK		
A. S. C. SERIAL No.	REFER TO	CLASS

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
	2/7/45

STATION AAF A-58		ORGANIZATION 647th Bombardment Squadron (L)	
SUBJECT OF REPORT 04-C	Property Class—Name Casing, Tire	Manufacturer Royal	AAF Order or Shipping No.
AIRCRAFT—Model & AAF Serial No. B-26-G5 43-34326		ENGINE—Model & AAF Serial No.	
AIRCRAFT REPORTS ONLY LAST O. I. R.—Depot		Date	Flying Time Since
ENGINE REPORTS ONLY LAST OVERHAUL—Depot		Hours Since	Depots and Hours At Each Previous Overhaul
PART Name Casing 50 x 17.00-20		Part Drawing, Serial and Specification No.	
Time in Use 27:30	Quantity on Hand 1	Quantity Known Defective 1	No. Previous Failures None
Indicate by "X" Disposition of Exhibit		Inspector's No. or Identification	
<input checked="" type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent Under Separate Cover	<input type="checkbox"/> Sent in Attached Package
<input type="checkbox"/> Repaired and Returned to Service	<input type="checkbox"/> Disposed of (Explain Below.)	<input type="checkbox"/> To Overhaul Facility (INITIALS)	

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:  
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

**EXPEDITE**

- SUBJECT:** Tire blew out after landing made and airplane had rolled approximately twenty-five (25) yards. Landing was normal. Tire was in use for 27:30 hours.
- CAUSE:** Unknown.
- REMEDY:** As the aircraft went off the edge of runway the nose gear folded up therefore the aircraft turned over to 494th Air Service Squadron and this organization made no inspection.
- RECOMMENDATIONS:** None.
- DISPOSITION:** Unknown.

*R. J. Kirchoff*  
RAYMOND J. KIRCHOFF,  
1st Lieut., Air Corps.  
Engineering Officer.

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**ROUTING**

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,  
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.  
U. S. AIR FORCE PRINTING OFFICE: 1943 10-54810-1



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FLYING CONTROL  
AAF STATION A-58  
APO 140

7 February 1945

SUBJECT: Statement of Aircraft Accident.

TO : Commanding Officer, 410th Bombardment Group (L),  
APO 140, U S Army.

1. A B-26, No. 326, pilot Lt. Webster, took off from  
this field at 0921 hours this date.

2. At 1014 hours I looked out the window of the Control caravan and I saw this aircraft on Runway 23 about one third of the way down from the landing end.

3. I could not see what the trouble was with the aircraft but I saw it run off the edge of the runway about half way down. The aircraft ran off the runway on the left hand side. The nose wheel struck an old bomb crater and the aircraft nosed over.

*John J. Saracco*

JOHN J. SARACCO,  
Private-First Class, A.C.,  
Clerk.

April 7  
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HEADQUARTERS  
410TH BOMBARDMENT GROUP (L)

APO 140, U S Army,  
18 February 1945.

SUBJECT: Transmittal of WD AAF Form No. 14.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U S ARMY.

Transmitted herewith is WD AAF Form No. 14 in the case of aircraft  
B-26G-5MA, A.F. No. 43-34326, Station A-58.

For the Commanding Officer:

7 Incls:

- Incl 1 - WD AAF Form No. 14.
- Incl 2 - Lt Webster's statement.
- Incl 3 - P.C. Officer's statement.
- Incl 4 - Maj. Whitney's statement.
- Incl 5 - UR report.
- Incl 6 - Photos.
- Incl 7 - P.C. Saracco's statement



*Ross B. Northrop, Jr.*  
ROSS B. NORTROP, JR.,  
Major, Air Corps,  
Adjutant.

355

360.33

1st Ind

E-Q-2

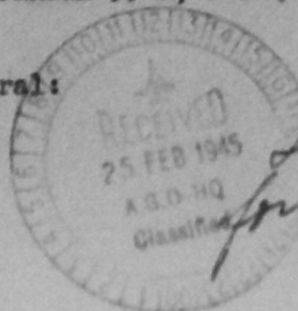
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. Army, 22 February 1945.

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:

1 Incls: D/C



*C. C. Vega*  
C. C. VEGA  
LT. COLONEL, A.C.  
ADJUTANT GENERAL

FOR THE COMMANDING GENERAL:

7 Incls: 1 cy ea w/d.

TO: COMMANDING GENERAL, NINTH AIR FORCE, APO 696, U. S. ARMY.

RECEIVED: NINTH AIR FORCE, APO 696, U. S. ARMY, 22 FEB 1945.

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2nd Ind.

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HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 7 March 1945.

TO: Commanding General, Army Air Forces, Winston-Salem 1, North Carolina.  
(Attn: Chief, Flying Safety)

Report of Aircraft Accident Committee approved.

For the Commanding General:

*Herbert B. Lewis*  
HERBERT B. LEWIS  
Captain, A.G.D.,  
Asst Adj General.

7 Incls: n/c

FOR THE COMMANDING GENERAL:

dated 31 December 1944

submitted in compliance with memorandum 22-1, Headquarters Ninth Air Force

TO: Commanding General, Ninth Air Force, VLO 696, A. 2, VMLA.

REVENUE DIVISION (R) VLO 770, A. 2, VMLA, 31 December 1944.  
360.33 JEF JEG E-3-S

- INCL 1 - SAC, Birmingham, Alabama
  - INCL 2 - Bureau
  - INCL 3 - AF, Raleigh
  - INCL 4 - AF, Dayton, Ohio
  - INCL 5 - AF, Cincinnati, Ohio
  - INCL 6 - AF, Memphis, Tennessee
  - INCL 7 - MD VFL, Room No. 17
- 8 Incls:

RECEIVED  
13 FEB 1945

322  
VFL COMB  
BOSS B. MONTGOMERY JR.

FOR THE COMMANDING OFFICER:

B-50C-24V, VFL No. 13-24250, Section V-28

submitted in compliance with memorandum 22-1, Headquarters Ninth Air Force

TO: Commanding General, AF, Birmingham, Alabama (R) VLO 770, A. 2, VMLA

SUBJECT: INVESTIGATION OF MD VFL, Room No. 17

31 December 1944  
VLO 770, A. 2, VMLA

STATION BIRMINGHAM, ALABAMA (R)  
REVENUE DIVISION

RESTRICTED

