

WAR DEPARTMENT
AAF STATION A-78
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

CB 4-10
IX
TAC
1300-0
02-001

2 Planes

(1) Place AAF STATION A-78 (2) Date 23 February 1945 (3) Time 1647
AIRCRAFT: (4) Type and Model P-47D-11 (5) A. F. No. 42-75612 (6) Station AAF STATION A-78
Organization: (7) IX TAC - NINTH AF (8) 365th Ftr (9) 387th Ftr
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	MILLER, MORRIS H. JR.	P	0-2057008	2nd Lt	18	AC-AUS	IX TAC NINTH AF	MINCR 2	NO
					2				

PERSONNEL COMMENTS

(20) MILLER, MORRIS H. JR. (21) 0-2057008 (22) 2nd Lt (23) 18 (24) AC-AUS
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) IX TAC - NINTH AF (26) 365th Ftr (27) 387th Ftr (28) AAF STATION A-78
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) IX TAC - NINTH AF (30) 365th Ftr (31) 387th Ftr (32) AAF STATION A-78
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 5-23-44 Present rating (35) P (36) 5-23-44 Instrument rating (37) T-3-1
(Rating) (Date) (Rating) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type 173400 (47) Instrument time last 6 months _____
(39) This model 163405 (48) Instrument time last 30 days _____
(40) Last 90 days 12855 (44) Night time last 6 months _____
(41) Total 42590 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

FIRE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	Complete wreck of aircraft.
(47) Engine(s) <u>W</u>	
(48) Propeller(s) <u>W</u>	

(50) Weather at the time of accident Wind - S.W., 8-12 M.P.H., vis. 3 miles; ceiling - overcast above 10,000 feet.

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

(52) Cleared from _____ (53) To _____ (54) Kind of clearance _____

(55) Pilot's mission Operational Mission.

(56) Nature of accident Take-off accident; Aircraft crashed into another aircraft stalled at end of runway.

(57) Cause of accident Pilot error.

(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)

NARRATIVE:

On 25 February 1945 at 1645 hours, P-47D-11 airplane number 42-75612, piloted by 2nd Lt. Morris H. Miller, Jr., attempted to take-off from ALG A-78. Contrary to instructions, pilot took-off in element, failing to clear an obstruction caused by a B-26 aircraft partially blocking the right side of the runway. P-47 aircraft collided with tail section of B-26, causing the plane to belly in off end of runway, explode and burn. Pilot was uninjured; aircraft was a complete wreck.

CONCLUSIONS:

In the opinion of the Aircraft Accident Investigating Committee, the responsibility for this accident is assessed as 100% pilot error.

The Investigating Committee believes the pilot entirely at fault, as instructions were given to use only the left side of the runway and to make individual take-off. Had the pilot been alert he would have seen that the other aircraft were taking-off individually, even if he had not heard the instructions over the R/T.

RECOMMENDATIONS:

It is recommended that all pilots be instructed in the necessity of having clear radio contact at all times, especially on combat missions.

It is also recommended that Flying Control make necessary arrangements to have extra facilities available in the event that regular facilities for removal of obstructions are in use.

It is further recommended that this accident be reviewed before all flying personnel of this command.

Arlo C. Henry Jr

ARLO C. HENRY, JR., Major, AS

James G. Wells Jr

JAMES G. WELLS, JR., Captain, AS

Howard H. Deas

HOWARD H. DEAS, Captain, SE

Signature

William T. Donovan

WILLIAM T. DONOVAN, Captain, AS

Joseph F. Gardner

JOSEPH F. GARDNER, Captain, AS

Date 27 February 1945.

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FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)														
DATE	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED			
		BY	STATION		SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4					
PRESENT	2-23-45	H																
DAILY	2-23-45	H	A-70			305		112										
25 HOURS	494:00			1ST														
50 HOURS	494:00			2ND														
100 HOURS	549:00			3RD														
				4TH														
				5TH														

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY	EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	
BOMBARDMENT	G	GLIDDEN		<input checked="" type="checkbox"/>	<p style="text-align: center;">CRASHED ON TAKE OFF.</p>
GUNNERY	G	GLIDDEN		<input checked="" type="checkbox"/>	
CHEMICAL				<input type="checkbox"/>	
COMMUNICATIONS	D	DIDIO		<input type="checkbox"/>	
PHOTOGRAPHIC	B	BILLMAN		<input type="checkbox"/>	
NAVIGATION				<input type="checkbox"/>	

EXCEPTIONAL RELEASE	
<p>WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.</p>	<p>RELEASED FOR FLIGHT</p>
<p>M.H. MILLER</p>	

REMARKS PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

#1 CRASHED ON TAKE OFF.
2ND LT. MILLER, M.H. 0-2057008

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	208:45			
HOURS TODAY	05			
TOTAL	208:50			
OIL CHANGE DATE	300:00			
CURR. CLEANING DATE	DAILY			
AIRCRAFT		TOTAL		
HOURS TO DATE		483:20		
HOURS TODAY		05		
TOTAL		483:25		

(A TRUE COPY)

Ralph P. Warsaw
RALPH P. WARSHAW,
CAPT., AIR CORPS,
ENGINEERING OFFICER.

2-23-45 AIRCRAFT PREFLIGHTED O.K. SGT. HOCKING
2-23-45 RADIO PREFLIGHT O.K. S/SGT. DIDIO

ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA	S/SGT. TAWANEY
<p>(1) 42-6362</p> <p>R-2800-59</p> <p>(2) X</p> <p>(3) X</p> <p>(4) X</p> <p>TOTAL FLIGHT HOURS: 1:05</p>	<p>42-75612</p> <p>P-47D-11RE</p> <p>A.A.F.</p>	<p>365TH F.O.G.</p> <p>307TH F.S.</p> <p>9TH</p>	<p>2-23-45</p> <p>A-70</p>

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THREE HUNDRED EIGHTY SEVENTH FIGHTER SQUADRON
Office of the Operations Officer
A P O 595, U S ARMY

24 February 1945

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STATEMENT

1. I, MORRIS H. MILLER, JR., 2nd Lt. Air Corps, ASN O-2057008, was taking off P-47D-11, 42-75612, at 1647 hours February 23, 1945.

2. After taxiing out there was a delay of approximately 15 minutes before the flight was cleared to the runway, during which time I turned on the radio of my aircraft intermittently to determine the cause of the delay. I did not receive any information about it although the radio was operating as I received other aircraft in the air. The radio was then turned off till I checked my mags in take-off position. When my flight was cleared I took off on his wing but my ship did not accelerate as fast as my flight leaders and I crashed into a B-26 that was stalled with about one third of the fuselage sticking over the right side of the runway. The ship attempted to nose down but I hauled back on the stick and belled in about 1000 ft beyond the end of the runway. There was an explosion beneath the cockpit as the ship stopped, which blew off the canopy. The ship burned but the two 500-lb bombs on my wings did not explode. Due to the rise in the center of the runway I could not see the B-26 at the other end. I had no knowledge of the obstruction till I hit it.

Morris H. Miller Jr.
MORRIS H. MILLER, JR.
2nd Lt., Air Corps,

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THREE HUNDRED EIGHTY SEVENTH FIGHTER SQUADRON
Office of the Operations Officer
A P O 595, U S ARMY

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TAC

24 February 1945

STATEMENT

At 1647, I was near the west end of the runway watching a mission taking off to the west. The ships were making individual take-offs on left side of runway because a B-26 was stalled on the right side of runway with about 1/3 of the fuselage sticking over the runway. Four ships took off and cleared o.k. and the next two ships took off in an element. The element leader cleared the B-26 but the wing-man, being on the right side of the runway, failed to gain enough altitude and crashed into the tail of the B-26. The P-47 belled in and caught fire and the Pilot got out of the ship and left the vicinity in a hurry.

Paul L. Van Cleeve
PAUL L. VAN CLEEVE
Capt., Air Corps.

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Paul L

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DETACHMENT "D"
9th FLYING CONTROL SQUADRON (Prov)

AFPO 595, U.S. Army
24 February 1945

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SUBJECT : Statement of Accident.

TO : Commanding Officer, 365th Fighter Group, AFPO 595.
U.S. Army.

1. At 1620, 23 February 1945, a B-26 made an emergency landing on runway 27. The pilot pulled the air bottle and the plane stopped on the right hand side of the runway some distance from the west end of the runway. Equipment was sent to remove the plane from the runway. At 1645 the B-26 was on the west perimeter north of the runway. Bluebird leader was given permission to take off singly on the left hand (south) side of the runway. The first flight of four took off as instructed then Lt. Miller in B4-A took off with his element leader and went down the right hand side which was contrary to the instructions given. His plane hit the B-26 and crashed off the end of the runway. The crash truck and ambulance were immediately sent.

The delay in the removal of the B-26 was due to inadequacy of equipment available.

/s/
t/ Clyde A Becker Jr
CLYDE BECKER
1st Lt., Signal Corps

A TRUE COPY:


PAUL L. VAN CLEEUF
Capt., Air Corps.

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99TH AIR SERVICE SQUADRON
Engineering Office
APO 149

24 February 1945

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TAC SUBJECT: Damaged Aircraft.

TO : Commanding Officer, 99th Air Service Squadron, APO 149.

1. Aircraft P47D-11, AAF No. 42-75612 assigned to the 387th Fighter Bomber Squadron crashed on take-off 23 February 1945.

2. Investigation revealed following conditions.

a. Airframe entirely destroyed by fire.

b. Engine R-2800-59, AAF No. 42-6362 damaged by fire beyond reclamation.

c. Propeller was subject to intense heat. Blades twisted and partially melted.

3. Recommend aircraft be surveyed and salvaged.

/s/ Alfred J. Casady
/t/ ALFRED J. CASADY
Capt., A.C.
Engr. O.

THIS IS A TRUE COPY:


PAUL L. VAN CLEAVE
Capt., Air Corps.

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387TH FIGHTER SQUADRON, AAF
OFFICE OF THE ENGINEERING OFFICER
A.L.G. STA. NO. A-78, APO 595

RPW/TAB

23 FEBRUARY 1945

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SUBJECT: ACCIDENT DURING TAKE-OFF OF P-47D-11RE,
AIRCRAFT SER. NO. 42-75612.

TO : GROUP OPERATION OFFICER, 365TH FIGHTER GROUP,
A.L.G. STA. NO. A-78, APO 595.

1. DURING TAKE-OFF OF AIRCRAFT P-47D-11RE, AAF SER.
NO. 42-75612, COLLIDED WITH A B-26 AIRCRAFT CRASHED AND
BURNED, RESULTING IN TOTAL LOSS.

2. ABOVE MENTIONED AIRCRAFT TURNED OVER TO THE
99TH SERVICE SQUADRON FOR DISPOSITION.

Ralph P. Warsaw
RALPH P. WARSHAW,
CAPT., AIR CORPS,
ENGINEERING OFFICER.

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HEADQUARTERS 365TH FIGHTER GROUP
APO 595, US Army

E-2

22 March 1945.

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SUBJECT: Transmittal of AAF Form No. 14 and Allied Papers.
TO : Commanding General, Ninth Air Force, APO 696, US Army.

1. Transmitted herewith are AAF Form No. 14 and Allied Papers concerning accident to P-47D-11 type airplane, AAF Number 42- 75612, piloted by 2nd Lt. MERRIS H. MILLER, JR., O-2057008, 387th Fighter Squadron, 365th Fighter Group. Accident occurred 1647 hours, 23 February 1945 at AAF Station AIG A-78.

2. Concur in findings and recommendations of Accident Investigating Committee.

Ray J. Stecker 360.33
RAY J. STECKER,
Colonel, Air Corps,
Commanding.
23 MAR 1945

Incls: AAF Form No. 14 and allied papers
(in quad).

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360.33 1st Ind.
HEADQUARTERS, IX TACTICAL AIR COMMAND, APO 595, U S Army, 26 March 1945.

TO: Commanding general, Ninth Air Force, APO 696, U S Army.

1 Incl: AAF Form No. 14 and
allied papers (trip)

J. J. C. Sr.
J. J. C. Sr.
0414
31 MAR 45
HEADQUARTERS
IX TACTICAL AIR COMMAND
APO 595

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360.33

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HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 3 April 1945.

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

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

Acc-1

Harold L. Carter

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

1 Incl: AAF Form No. 14 w/7 incls.

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