WAR DEPARTMENT
A.A.F. Form No. 14
(Revised May 15, 1942)

RESTRICTED

Accident No. [illegible]

WAR DEPARTMENT
AAF STATION A-73
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 3 March 1945 (3) Time 0753

Aircraft: (4) Type and model B-26G15 (5) A. F. No. 44-67890 (6) Station A-73

Organization: (7) 9th A.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	Mozian, Jack (NMI)	P	0-720325	2nd Lt	18	AC	Ninth AF	None	No
CP	Swain, Hugh B.	P	0-828637	2nd Lt	18	AC	Ninth AF	None	No
BN	Stevens, William E.	B	T-131627	F/O	17	AC	Ninth AF	None	No
RG	Cope, Joe B.	RG	38514598	Sgt	38	AC	Ninth AF	None	No
EG	Wardlow, Lawrence T.	EG	35871880	Sgt	38	AC	Ninth AF	None	No
TG	Goodhall, William T.	AG	34507103	Sgt	38	AC	Ninth AF	None	No

PILOT OR NAVIGATOR

(20) Mozian (Last name) Jack (First name) (nmi) (Middle initial) (21) 0-720325 (Serial number) (22) 2nd Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th A.D. Ninth AF (Command and Air Force) (26) 391st Bomb (Group) (27) 574th Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th A.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) 15-4-44 (Date) Present rating (35) Pilot (Rating) (36) 15-4-44 (Date) Instrument rating (37) 8 Sept 1944 (Date)

First Pilot Hours:
(at the time of this accident)

(38) This type	184:40	(42) Instrument time last 6 months	15:00
(39) This model	83:10	(43) Instrument time last 30 days	:50
(40) Last 90 days	36:45	(44) Night time last 6 months	34:35
(41) Total	448:55	(45) Night time last 30 days	8:10

AIRCRAFT DAMAGE

	Damage				(49) List of damaged parts
(46) Aircraft	W				Complete wreck.
(47) Engine(s)	W	W			
(48) Propeller(s)	W	W			

(50) Weather at the time of accident One-tenth (.1) cloud coverage with bases at 3000 ft; visibility of five (5) miles; surface wind 315° at 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 bombing.

(56) Nature of accident Take-off accident. Aircraft crash landed on runway when airborne.

(57) Cause of accident Pilot took off with insufficient air speed to remain airborne.

(58) Was 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 3 March 1945, 2nd Lt Jack (nmi) Mozian was scheduled to fly a B-26G15 aircraft, AF #44-67890, on a combat bombing mission. His position in the formation was the No. #2 man of the lead flight in the 1st Box.

Lt Mozian began his take-off run on runway two-eight-zero, in proper order in formation and at normal interval behind the plane preceeding him. His ship became airborne after rolling about half the length of the runway and then settled back to the runway almost immediately and before the wheels were fully retracted. The plane skidded down the runway for approximately three hundred yards and finally went off the runway's left edge. Aircraft is complete wreck as result of this accident.

Pilot's statement furnishes no definite evidence of engine failure. Both pilot and co-pilot admit that the engines "checked-out" normally when run up in the hardstand and that they seemed to put out full power then and on the take-off run before ship became airborne. Examination of engines subsequent to accident revealed no evidence of malfunction.

2. Cause: 100% pilot error. The board feels that the lack of definite evidence of engine failure, taken in conjunction with the plane's shorter-than-usual take-off run, lead to the conclusion that the aircraft was taken off with insufficient speed to remain airborne.

3. Recommendations: None.

Signature: Floyd B. Miller

FLOYD B. MILLER, Lt Col, A.C.

CARROLL A. BARTON, JR., Maj, A.C.

MARLEY O. RICHMOND, Maj, A.C.

Date 7 March 1945.

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3 MARCH 1945 — DATE
A-73 — STATION
391ST BOMB (M) — GROUP NO. AND TYPE
B-26G15 — AIRCRAFT MODEL
T/SGT FRANK JANICICH — CREW CHIEF OR AERIAL ENGINEER
574TH BOMB (M) — SQUADRON NO. AND TYPE
42-67830 — AIRCRAFT SERIAL NO.

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER					FLIGHT DATA	
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION
1	2	3	4	5	6	7			8	9
18	MOZIAN, JACK 2 LT 574TH		P						FROM: A-73 — 07:35
18	SWAIN, H.B. 2 LT 574TH		CP						TO: CRASHED ON TAKE OFF
17	STEVENS, W.E. F/O 574TH		B						MISSION: C — NO. OF LANDINGS
38	WARDLOW, L.T. CPL 574TH		E						FROM:
38	GOODALL, W.T. CPL 574TH		G						TO:
38	COPE, J.B. CPL 574TH		R						MISSION: — NO. OF LANDINGS
									FROM
	"A CERTIFIED TRUE COPY"								TO:
	Gordon G. Ackland Jr. GORDON G. ACKLAND, 1ST LT., AIR CORPS, ASST OPERATIONS OFFICER.								MISSION: — NO. OF LANDINGS
									FROM
									TO:
									MISSION: — NO. OF LANDINGS
									FROM:
									TO:
									MISSION: — NO. OF LANDINGS

WAR DEPARTMENT A.A.F. FORM NO. 1 A.G.O.

FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT ☐ OPER. CLERK

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A ☐ CREW CHIEF

TOTAL FLIGHT TIME :

Sheet 2

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WAR DEPARTMENT
A. A. F.
FORM NO. 1A
2-2-45

FLIGHT REPORT - ENGINEERING RESTRICTED

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	5Mar45	J	
DAILY	2Mar45		
25 HOURS	99:20		
50 HOURS	124:20		A-73
100 HOURS	174:20		
Plugs	124:20		
Batteries	~~1270~~	J	

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS) SERV-ICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERV-ICED	NO. 1 IN TANKS	NO. 2 SERV-ICED	NO. 2 IN TANKS	NO. 3 SERV-ICED	NO. 3 IN TANKS	NO. 4 SERV-ICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST	= 1000		= 120		= 120						
2ND											
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	M	Murray	
GUNNERY	M		
~~xxxxxx~~Pyro	M		
COMMUNICATIONS	B	Britto	A-73
PHOTOGRAPHIC	-		
NAVIGATION	-		

STATUS TODAY: 1. | 2. / 3. | 4.

EXPLANATION: No clock installed. TO 03-5-67 N/C/W. 9BD Memo 65-36 N/C/W.

EXCEPTIONAL RELEASE

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.

RELEASED FOR FLIGHT Class Equip { 1. J. Mozian 2. 3. 4.

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

This aircraft contains secret and conf. equip.

Pilot's mike button inoperative.

Pilot's mike button replaced (Sgt. Britto)

AIRCRAFT AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	85:55	31:30		
HOURS TODAY	0:00	0:00		
TOTAL	85:55	31:30		
OIL CHANGE DUE	174:20	119:55		
VNO CLEAR. INS DUE				

AIRCRAFT		
	HOURS TO DATE	85:55
	HOURS TODAY	0:00
	TOTAL	85:55

"A certified true copy"

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

TOTAL FLIGHT TIME	ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA	
0:00	(1) R-2800-43 (2) FP-065290 (3) FP-061946 (4)	AAF B-26C-15 44-67890	9th IX BD 391st Bomb (M) 574th Bomb (M)	S/Sgt F. Jendrich AAF A-73 5 March 1945

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574th Bombardment Squadron (M)
Office of the Operations Officer
APO #140, U.S.Army

3 March 1945

SUBJECT: Report of Aircraft Accident

TO : Operations Officer, 391st Bomb Gp (M), APO #140.

I was pilot of B-26G15 type aircraft Serial No. 44-67890 on the morning mission of 3 March 1945. Both engines started good, without anything peculiar happening. Both also checked out well with less than 25 R.P.M. drop on either magneto of both engines. During the generator check I also gave a full power check and both engines were all right. I proceeded through Before Takeoff check and then taxied to takeoff position. While waiting in position, my left engine backfired twice, but not violently. I noticed here that my left cylinder head temperature had risen to 190°-195°C while my right cylinder head temperature was approximately 175°-180°C. I gave my left engine another magneto check and again it put out. I then went through my Before Takeoff check, as I always do because I never throw the landing gear safety off or throw the boosters on until I am on the runway. When the ship ahead of me started its takeoff run I ran my engines up to 2000 R.P.M. and kicked my brakes off when my takeoff time came. I rolled on down the runway, lifted my nose wheel off and took off. I motioned for wheels up. I was, I would judge, about 10-20 feet above the ground when my plane veered sharply to the left and my wing dropped. I attempted to gain control without cutting my power but could not so I cut my power, finally leveled out and bellied in. Both my Co-pilot and I reached for the switches and got them.

If it may have any bearing on the accident - the pathfinder aircraft taxied down the runway and rounded out in front of me using power and throwing a great deal of rocks against my aircraft.

Also my reason for rechecking my left engine was that I couldn't understand why my left cylinder head temperature should climb so suddenly, when up until I had noticed it then, my cylinder head temperatures were identical. Also while idling on the takeoff runway I noticed that my left manifold pressure gauge was reading about 3-4"Hg more than the right gauge, while idling at 1100 R.P.M. I would also like to add that the prevailing winds were from about 300° and to my right. I took off from the right side of the runway thereby eliminating the possibility of prop-wash.

Jack Mozian

JACK MOZIAN,
2nd Lt., Air Corps,
Pilot

1st Ind.
Office of the Operations Officer, 574th Bomb Sq., APO #140.

TO: Operations Officer, 391st Bomb Gp., APO #140.

1. For your information.

Raymond J. Flanagan

RAYMOND J. FLANAGAN,
Capt., Air Corps,
Operations Officer.

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574th Bombardment Squadron (M)
Office of the Engineering Officer

APO 140, US Army,
4 March 1945.

SUBJECT: Accident Report on Aircraft No. 44-67890.

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

a. Aircraft Serial No.: 44-67890, B-26G-15MA.
b. Engine No. Right: FP-061946 - Left: FP-065290
c. Engine Time, Right: 31:30 - Left: 85:55
d. Total time of aircraft: 85:55
e. Engineering Officer's statement:

On the morning of 3 March 1945, airplane No. 44-67890, Model B-26G-15MA, was scheduled for a combat mission. The aircraft was preflighted by the crew chief and found to be satisfactory.

The pilot, power checked the engines while in take-off position. The aircraft proceeded in normal fasion for about two thirds the length of the runway, then lifted into the air for a sufficient height to fully retract the landing gears. The aircraft then yawed to the left and settled to the ground.

The pilot and co-pilot were questioned as to the condition of the engines in regard to power. Both statements ascertained that full power was obtained from both engines.

The pedestal was checked immediately after the crash and found satisfactory. Check was made of aircraft and no mechanical defects were found.

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

Encl 14

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OFFICE OF FLYING CONTROL
AAF STATION A-73
APO 140

19 MARCH 45

SUBJECT: AIRCRAFT ACCIDENT.

TO : WHOM IT MAY CONCERN.

1. ON 3 MARCH 1945, AT 0753 HOURS, LT. MOZIAN, FLYING B-26 NO. 890-M, STARTED HIS TAKE-OFF ON RUNWAY NO. 28. ABOUT TWO-THIRDS OF THE WAY DOWN THE RUNWAY THE LANDING GEAR SEEMED TO RE-TRACT AND THE AIRCRAFT SKIDDED OFF TO THE LEFT OF THE RUNWAY. THE WIND AT THIS TIME WAS 300 DEGREES, 4 TO 6 MILES-PER-HOUR. THE CRASH CREW REPORTED THAT THE LEFT WING SEEMED TO DROP A BIT AS THE AIRCRAFT BECAME AIRBORNE. THE PILOT REPORTED THAT HIS LEFT ENGINE WAS CUTTING OUT, AND HE RETRACTED HIS WHEELS TO STOP THE AIRCRAFT. CRASH CREWS AND AMBULANCE STATIONED AT THE UP-WIND END OF RUNWAY, WENT OVER TO THE AIRCRAFT IMMEDIATELY.

2. THE AIRFIELD WAS INSPECTED BY THE DUTY OFFICER AT 0700 HOURS, AND AGAIN BY THE ALERT CREW AT 0730 HOURS. IT IS THE OPIN-ION OF THE DUTY OFFICER THAT THE LEFT ENGINE ON THE AIRCRAFT WAS ACTUALLY CUTTING OUT, RESULTING IN THE LOSS OF POWER.

Theodore Liebovich

THEODORE LIEBOVICH,
CAPT., AIR CORPS,
S.F.C.O.

R-15

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(GAD-52-3-371)(Year 3-45)(46 B90-B26) 5X6P



(GAD-52-1-371)(Year 3-45)(46 B90-B26) 5X6P



(GAD-52-2-371)(Year 3-45)(46 B90-B26) 5X6P

HEADQUARTERS
AAF STATION A-73

G-F-3

APO 140, U S Army
8 March 1945

360.33

SUBJECT: Report of Aircraft Accident, A.F. No. 44-67890.

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
8 MAR 1945

APRIL B. FARFEL,
1st Lt, Air Corps,
Adjutant.

3 Inclosures:
Incl #1 - WD AAF Form No. 14 (in quadruplicate)
Incl #2 - Pilot's Statement (in quadruplicate)
Incl #3 - Crash Pictures (in quadruplicate)

360.33 1st Ind. G-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 21 March 1945.

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

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to return to Group for re-consideration.

For the Commanding General:

RECEIVED
23 MAR 1945

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

7 Incls:
Incls 1 - 3 - n/c (1 cy ea w/d)
Incls 4 - 7 added
Incl 4 - Statement of Engineering Officer (in trip)
Incl 5 - Statement of Flying Control Officer (in trip)
Incl 6 - AAF Form 1A (in trip)
Incl 7 - AAF Form 1 (in trip)

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360.33 2nd Ind. E
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 25 March 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

Harold L. Carter

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

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