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NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
Slessinger Maynard			A26-C			45-4-10-526		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN

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Accident No. 43-1-16-526

Date 5-16

Checked by

Analyzed by SSE 5-17

Copied for Wright Field by

Notes

5222:L-45CFS

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

RESTRICTED

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

ACCIDENT No. _____

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 10 April 1945 (3) Time 1720

AIRCRAFT: (4) Type and model A-26C (5) A. F. No. 43-22648 (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	Slessinger, Maynard (nmi)	P	O-764936	2nd Lt	18	AC	Ninth AF	None	No
G	Crutchfield, Willis G.	G	34811028	Sgt	38	AC	Ninth AF	None	No

PILOT CHARGED WITH ACCIDENT

(20) Slessinger (Last name) Maynard (First name) (nmi) (Middle initial) (21) O-764936 (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) 573rd Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th B.D. Ninth AF (Command and Air Force) (30) 391st Bomb (Group) (31) 573rd Bomb (Squadron) (32) A-73 (Station)

Original rating (33) Pilot (Rating) (34) 14-3-44 (Date) Present rating (35) Pilot (Rating) (36) 14-3-44 (Date) Instrument rating (37) 3 October 1944 (Date)

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

(38) This type	208:00	(42) Instrument time last 6 months	8:55
(39) This model	50:20	(43) Instrument time last 30 days	0:00
(40) Last 90 days	66:45	(44) Night time last 6 months	11:40
(41) Total	790:45	(45) Night time last 30 days	1:00

TO-1 OR-NF

AIRCRAFT DAMAGE

	DAMAGE L	DAMAGE R			(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 Visibility of eight (8) miles; no clouds; wind 140° at six (6) 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 Landing accident.

(57) Cause of accident Pilot error - technique.

(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 10 April 1945, 2nd Lt Maynard Slessinger was flying A-26C aircraft, A.F. #43-22648, on an operational mission.

Lt Slessinger states that the electrical system was completely out, so he returned from mission without dropping his bombs. In landing the aircraft, he flared out for landing approximately twenty five (25) feet above runway and completely stalled in to the runway. Upon impact, three (3) bombs tore loose from shackles and cam out through bombay doors. The other bomb remained in the ship. Both tires were blown and final result was complete wreck of the aircraft.

2. Cause: One hundred percent (100%) pilot error; technique.

3. Recommendations: None.

Signature Ernest N. Ljungren
(Investigating Officer)
ERNEST N. LJUNGGREN, Lt Col, AC.
Carroll A. Santos, Jr.
CARROLL A. SANTOS, JR., Maj, AC.
Manley C. Richmond
MANLEY C. RICHMOND, Maj, AC.

Date 14 April 1945.

U. S. GOVERNMENT PRINTING OFFICE 16—26737-1

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10 APRIL 1945	A-73	391ST BOMB GP (M)	A-26C25-DT
DATE	STATION	GROUP NO. AND TYPE	AIRCRAFT MODEL
T/SGT H.R.GROMER		574TH BOMB SQ.	43-22648
CREW CHIEF OR AERIAL ENGINEER		SQUADRON NO. AND TYPE	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	DUTY / N OR I	TERMINALS AND MISSION	
1	2	3	4	5	6	7	8	9
18	SLESSINGER, M. 2ND LT 573RD	S	P / 4:20				FROM: A-73	13:10
38	CRUTCHFIELD, W.G. SGT "		G / 4:20				TO: A-73	17:30
							MISSION: C NO. OF LANDINGS: 1	4:20
							FROM:	
	"CERTIFIED COPY"						TO:	
	William R. Thompson						MISSION: NO. OF LANDINGS:	
	WILLIAM R. THOMPSON, CAPT., AIR CORPS, OPERATIONS OFFICER.						FROM:	
							TO:	
							MISSION: NO. OF LANDINGS:	
							FROM:	
							TO:	
							MISSION: NO. OF LANDINGS:	
							FROM:	
							TO:	
							MISSION: NO. OF LANDINGS:	

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WAR DEPARTMENT A.A.F. FORM NO. 1 3-3-42

FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT [G] OPER. CLERK

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A [X] CREW CHIEF

TOTAL FLIGHT TIME 4:20

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WAR DEPARTMENT
A. A. F.
FORM NO. 1 A 8
2-2-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	STATION
PREFLIGHT	10Apr45	S	
DAILY	9Apr45	S	
25 HOURS	82:00		
50 HOURS	107:00		
100 HOURS	157:00		
Plugs	157:00		
Batteries	~~1270~~ 1270	S	

A73

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	-	925	-	136	-	136					
2ND											
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	S		
GUNNERY	S		
~~xxxxx~~Pyro	S		
COMMUNICATIONS	M		
PHOTOGRAPHIC			
NAVIGATION			

A73

STATUS TODAY: 1. 2. 3. 4.

EXPLANATION: Clock Missing

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 FLIGHT: Class. 1 M.Slessinger
Equip. 2 4

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

This aircraft contains Conif. & Secret Equip.

#1, Electrical system out after 1/2 hour flight.
Both tires blown on landing. M. Slessinger,
2nd Lt. A.C.

"A certified true copy"
WILLIAM H. WOESSNER,
Captain, Air Corps,
Engineering Officer.

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	61:20	61:20		
HOURS TODAY	4:20	4:20		
TOTAL	65:40	65:40		
OIL CHANGE DUE	157:00	157:00		
CUNO. CLEANING DUE				

AIRCRAFT		
	HOURS TO DATE	61:20
	HOURS TODAY	4:20
	TOTAL	65:40

TOTAL FLIGHT TIME: 4:20

ENGINE DATA
(1) ENGINE SERIAL NO.: FP-022271
(2) ENGINE SERIAL NO.: FP-0221E
(3) ENGINE SERIAL NO.: ---------
(4) ENGINE SERIAL NO.: ---------
ENGINE MODEL: R-2800-71

AIRCRAFT DATA
AIRCRAFT SERIAL NO.: 43-22648
AIRCRAFT MODEL: A-26C-25
COMPONENT: AAF

AIRCRAFT ORG. DATA
SQUADRON NO. AND TYPE: 574th Bomb (M)
GROUP NO. AND TYPE: 391st Bomb (M)
COMMAND, CORPS AREA OR DEPT.: 9th B.D.
AIR FORCE: Ninth

CREW CHIEF OR AERIAL ENGINEER: T/Sgt H.R.Gromer
STATION: AAF A-73
DATE: 10 April 45

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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer
Station A-73

10 April 1945

SUBJECT: Pilot's Statement of Aircraft Accident.

TO : The Operations Officer, 391st Bombardment Group AAF, U.S. Army.

I was assigned Aircraft #43-22648 for the mission on April 10, 1945. On ground run-up the plane checked alright. One half hour after we were on course the electrical system began to fail. All instruments began to flicker and gas gauges were giving inaccurate readings. Continued on to I.P. where the electrical system went out completely. All radio equipment failed. Bomb bay switch would not open doors, although the left side did finally open. Tried to salvo bombs over target, but was unable to do so. I had to land on first pass because I had no idea just how much fuel I had left. Made approach at 160 M.P.H. On flare-out the ship stalled, tried to catch it with throttle, but to no avail. Blew one tire on landing, caught it with throttle then the other blew. As soon as ship was under control, I cut all switches. Three bombs fell out on landing, one remained in the ship.

Maynard Slessinger
MAYNARD SLESSINGER,
2nd Lt., Air Corps,
Pilot.

End #2 RESTRICTED

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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer
Station A-73

10 April 1945

SUBJECT: Gunner's Statement of Aircraft Accident.

TO : The Operations Officer, 391st Bombardment Group AAF, U.S. Army.

I was the gunner on Aircraft #43-22648. The electrical system went out about thirty minutes on course. The reason I noticed it was because I tried to contact the pilot to see if everything was going well. I tried all means of communications, none worked. When we hit the bomb run the right bomb bay door opened then closed after that, or rather, as the right bomb bay door closed the left bomb bay door opened and remained opened. I tried again to communicate with the pilot but to no success. Upon landing three bombs were jarred out of the bomb bay and the two main tires blew out. As the tires blew out I immediately released the gunner's emergency exit hatch and got out as soon as the plane stopped.

Willis G. Crutchfield
WILLIS G. CRUTCHFIELD,
Sgt., Air Corps,
Gunner.

Incl #3

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OFFICE OF FLYING CONTROL
AAF STATION A-73
APO 140

11 APRIL 45

SUBJECT: AIRCRAFT ACCIDENT.

TO : WHOM IT MAY CONCERN.

1. ABOUT 1720 HOURS 10 APRIL 45, AS TWENTY FOUR (24) AIRCRAFT WERE RETURNING FROM THEIR MISSION, A-26 NO. 648-F, PILOT SLESSINGER, MADE A VERY STEEP STALLING DROP ONTO THE RUNWAY #10, LOSING FOUR (4), 1,000 LB BOMBS UPON CONTACT AND BLOWING OUT THE TWO MAIN GEAR TIRES. IF THERE WAS ANY FURTHER DAMAGE TO THE AIRPLANE, IT WAS OF A TECHNICAL NATURE AND COULD NOT BE DECLARED BY THIS OFFICE. THE CRASH CREW AND AMBULANCE WERE DISPATCHED, NO ONE WAS HURT, THERE WAS NO FIRE. THE ONLY OTHER ACTION THAT COULD BE TAKEN DUE TO TEMPORARY POWER FAILER WAS FIRING RED FLARES FROM THE AIRFIELD CONTROLLERS POSITION TO PREVENT OTHER AIRCRAFT FROM LANDING UNTIL PORTABLE POWER PLANT COULD BE STARTED AND RUNWAY CHANGED TO #05 VIA RADIO.

2. RUNWAY IS USE AT THE TIME WAS #10, WIND WAS FROM ABOUT 110 DEGREES AT 3 TO 6 MPH. AIRFIELD WAS INSPECTED BY FLYING CONTROL JUST PRIOR TO TAKE-OFF OF MISSION.

Marion R. Mayse

MARION R. MAYSE,
2ND LT., AIR CORPS,
D.F.C.O.

Exhibit #4

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

APO 140, US Army,
12 April 1945.

SUBJECT: Accident Report on Aircraft No. 43-22648.

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

a. Aircraft Serial No.: 43-22648, A-26C-25-DT.
b. Engine No. Right: FP-022116 - Left: FP-022271.
c. Engine Time Right: 65:40 - Left: 65:40.
d. Total time of aircraft: 65:40.
e. Engineering Officer's statement:

Returning from a combat mission, 10 April 1945, the pilot of Army Aircraft No. 43-22648, Model A-26C-25-DT, made a normal approach for landing. After flying a short distance over the runway the aircraft was in a tail heavy attitude when the aircraft stalled in from an altitude of approximately seventy-five (75) feet.

From information given by the pilot it was learned that shortly after take-off the aircraft's electrical system failed completely.

The electrical system was then checked and the following was found:

1. The main circuit breakers located in the engine nacelle were out.
2. The circuit breakers located in the forward distribution panel were out. (This "cut out" electrically operated instruments).
3. The batteries were checked and found to be charged.
4. The instrument circuit breakers were reset and instruments were operative.
5. The wing flap circuit breaker was reset and the wing flap motor was found to be operative.

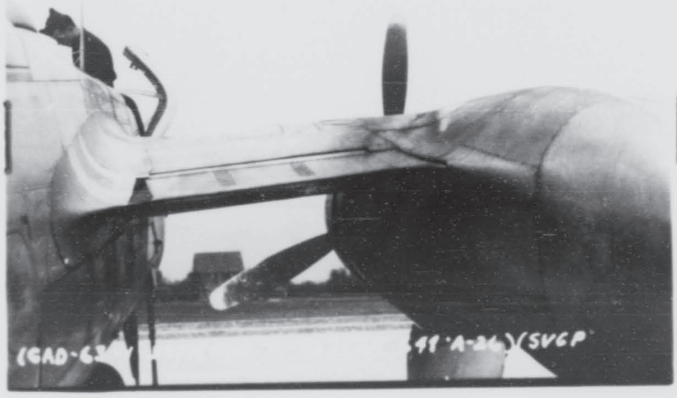
The cause of electrical failure is believed to be from an excessive load on the system shortly after take-off. The circuit breakers "out" in the distribution panel was due to power surge.

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

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HEADQUARTERS
AAF STATION A-73

APO 140, U. S. Army
18 April 1945

360.33
SUBJECT: Report of Aircraft Accident, A. F. No. 43-22648.

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

1. In compliance with teletype 9BD P-1425-E the following letter of transmittal is submitted for AAF Form No. 14 previously submitted.

2. Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident in accordance with paragraph 2, Memorandum 62-2, Headquarters, 9th Bombardment Division (M), dated 12 March 1945.

For the Commanding Officer:

CYRIL S. FARREL
1st Lt., Air Corps,
Adjutant.

8-Incls:
1- AAF Form No. 14
2- Pilot's Statement
3- Gunner's "
4- Flying Control Officer's Statement
5- Engineer Officer's Statement
6- AAF Form No. 1
7- AAF Form No. 1A
8- Photos

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 26 April 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 coordination and further investigation within this headquarters.

For the Commanding General:

8 Incls: n/c (in trip)

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

28 APR 45

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360.33 2nd Ind. E
HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 3 May 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.

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

A 5297

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