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NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
Rankin, John C.			A-26			45-4-21-518		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN

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Accident No. 45-4-21-518

Date 5-26

Checked by MSH

Analyzed by SES 5-28

Copied for Wright Field by

Notes

522214-450FS

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

5-19

RESTRICTED

Accident No.

WAR DEPARTMENT
AAF STATION Y-29
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Strip Y-46 (2) Date 21 April 1945 (3) Time 1345

Aircraft: (4) Type and model A-26C25 (5) A. F. No. 43-22650 (6) Station Y-29

Organization: (7) 9th B.D. Ninth AF (Command and Air Force) (8) 391st Bomb (Group) (9) 575th 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	Rankin, John G.	P	O-424153	Capt	18	AC	Ninth AF	None	No
AG	Simpson, Curzon C.	AG	32477064	S/Sgt	38	AC	Ninth AF	None	No

PILOT CHARGED WITH ACCIDENT

(20) Rankin (Last name) John (First name) C. (Middle initial) (21) O-424153 (Serial number) (22) Capt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th B.D. Ninth AF (Command and Air Force) (26) 391st Bomb (Group) (27) 575th Bomb (Squadron) (28) Y-29 (Station)

Attached for flying (29) 9th B.D. Ninth AF (Command and Air Force) (30) 391st Bomb (Group) (31) 575th Bomb (Squadron) (32) Y-29 (Station)

Original rating (33) Pilot (Rating) (34) 15 Aug 41 (Date) Present rating (35) Pilot (Rating) (36) 15 Aug 41 (Date) Instrument rating (37) 2 Nov 1944 (Date)

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

(38) This type	213:00	(42) Instrument time last 6 months	20:55
(39) This model	39:10	(43) Instrument time last 30 days	0:00
(40) Last 90 days	73:00	(44) Night time last 6 months	16:15
(41) Total	1525:40	(45) Night time last 30 days	0:00

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 one-half (1/2) to three-quarters (3/4) of a mile; ceiling two (2) to three (3) hundred feet with rain.

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

(52) Cleared from Y-29 (53) To Y-29 (54) Kind of clearance Operational

(55) Pilot's mission Combat bombing.

(56) Nature of accident Landing accident. Aircraft skidded off runway.

(57) Cause of accident Brakes applied on wet PSP runway. Adverse climatic conditions.

(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)

On 21 April 1945, Captain John G. Rankin was flying an A-2625 aircraft, A.F. #43-22650, on an operational mission.

While returning on the mission, adverse weather conditions were encountered approximately one-hundred miles from home base, and visual contact with the lead ship was lost. The home base tower was contacted for a QDM, but contact could not be maintained. Capt Rankin descended through the clouds, and was on contact conditions at 300 ft. over Y-46. The landing pattern was flown at this field, and upon landing on the wet runway, brakes were applied. The ship skidded off the runway, collapsing the right main gear and the nose gear was sheared off. Damage was done to the right wing tip, right engine and propeller, the nose section and right flap.

Immediate cause: Skid off runway, collapsing right main gear and nose gear.

Underlying cause: Adverse climatic conditions, PSP runway wet and slippery.

Responsibility: One-hundred percent (100%) airport. Wet slippery runway could not be avoided.

Recommendations: None.

Signature: Ernest N. Ljunggren
(Investigating Officer)
ERNEST N. LJUNGGREN, Lt Col, A.C.
CARROLL A. SANTOS, JR., Maj, A.C.
MANLEY D. RICHMOND, Maj, A.C.

Date: 24 April 1945.

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DATE	STATION	GROUP NO. & TYPE	AIRCRAFT MODEL
21 APRIL 1945	Y-29	391ST BOMB GP (M)	A-26C25
CREW CHIEF OR AERIAL ENGINEER		SQUADRON NO. & TYPE	AIRCRAFT SERIAL NO.
/S/ T/SGT M. B. JUMP		575TH BOMB SQ (M)	43-22650

PERS. CLASS	— PRINT PLAINLY — NAME — ASN. — GRADE — 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
01	RANKIN, J. G., CAPT, O-424153	575TH	P 4:30		P 1:30	A I					FROM: Y-29			08:45
38	SIMPSON, C. C., S/SGT, 32477064	575TH	EG 4:30		EB 1:30	A I					TO: Y-46			13:45
											MISSION: C	NO. OF LANDINGS		5:00
											FROM:			
											TO:			
											MISSION:	NO. OF LANDINGS		
	CERTIFIED TRUE EXTRACT COPY:										FROM:			
	JOHN G. RANKIN, CAPT, AIR CORPS, 575TH BOMB SQUADRON (M)										TO:			
											MISSION:	NO. OF LANDINGS		
											FROM:			
											TO:			
											MISSION:	NO. OF LANDINGS		
											FROM:			
											TO:			
											MISSION:	NO. OF LANDINGS		

WAR DEPARTMENT A. A. F. FORM NO. 1 REV. (1 JAN. 44)

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT — P OPER. CLERK

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

TOTAL FLIGHT TIME 5:00

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

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	21 Apr 45	Jump	Y-29
DAILY	19 Apr 45	"	
25 HOURS	89:10		
50 HOURS	114:10		
100 HOURS	164:10		
Plugs	100:00 / 200:00		
Batts	1260 / 1360	Jump	Y-29

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	P	Pruett	Y-29
GUNNERY	P	Pruett	Y-29
CHEMICAL Flares	P	Pruett	Y-29
COMMUNICATIONS	P	Hoeke	Y-29
PHOTOGRAPHIC	P	Jump	Y-29
NAVIGATION	P	Jump	Y-29
Elec PP	P	Jump	Y-29
GEE Equip	P	Patterson	Y-29

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	0	725	0	120	0	120					
2ND											
3RD											
4TH											
5TH											

STATUS TODAY: 1. 2. 3. 4.

EXPLANATION: Compass Not Swung

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.

"Classified" RELEASED FOR FLIGHT { 1. J.V. Rankin 3. 2. 4.

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

SECRET OR CONFIDENTIAL EQUIPMENT INSTALLED

#1 Rt. Main Gear, Nose Gear Collapsed on landing - Rt Eng + Rt Flaps Damaged
Rankin, J.V. Capt.

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	76:30	76:30		
HOURS TODAY	5:00	5:00		
TOTAL	81:30	81:30		
OIL CHANGE DUE	64:10	169:10		
CUND. CLEANING DUE				

AIRCRAFT		
	HOURS TO DATE	76:30
	HOURS TODAY	5:00
	TOTAL	81:30

A TRUE COPY:

J.E. Dougherty
L. E. DOUGHERTY,
Captain, Air Corps.

1st Sea By Flt Jump

TOTAL FLIGHT TIME	ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA			
5:00	(4) ENGINE SERIAL NO. — (3) ENGINE SERIAL NO. — (2) ENGINE SERIAL NO. FP-022620 — (1) ENGINE SERIAL NO. FP-022074 — ENGINE MODEL R-2800-71	AIRCRAFT SERIAL NO. 43-22650 — AIRCRAFT MODEL B-24C25-FO — CONSTRUCTOR ADF C	EQUIPMENT NO. AND TYPE 575th Bomb (M) — GROUP OR WING 391st Bomb (M) — COMMAND, SERVICE AREA OR DEPT. 9th Bomber — AIR FORCE 9th			

1 Sqt Jump — STATION Y-29 — DATE 21 Apr 45

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575TH BOMBARDMENT SQUADRON (M) AAF US ARMY

APO 140, US ARMY,
22 April 1945

STATEMENT OF PILOT OF PLANE AC NO 43-22650

Returning from a combat mission on 21 April 1945 weather was encountered approximately one hundred miles from Y-29, the home base. Flying the number two position in the lead flight of the first box I managed to keep formation until ten or fifteen minutes from the field. Visual contact with the lead ship was lost at that time and a course due East was flown. The tower at Y-29 was contacted and asked for a QDM. The towers instructions were to stand by. Several attempts were made to contact Y-29 again but could not receive a reply. At this time the altitude was four thousand feet and a decision was made to attempt contact flight and the decent was started. Contact conditions were established through a hole, breaking out completely at about 300 feet directly over Y-46. The visibility was from one half to three fourths of a mile with light rain. Contact was attempted with the towerat Y-46 but no response could be heard. The field was dragged once and runway was seen to be clear but with no activity on the field. Wind was from the northwest at approximately 15 MPH. The runway headings were nearly 90° and 270°and a landing pattern was started, planning to land into the West. Making a normal pattern, contact with the field was lost on the base leg due to lowering ceiling east of the field. A go around was made and another pattern started which also failed to line the plane up with the runway and a third attempt was started. Turning on final, a glance at the air speed indicator showed 145 MPH and because of the poor visibility all attention after that was given to the approach and landing runway. At the touchdown point a double flare was fired from a B-24 parked 25 yards to the north of the west end of the runway. Not knowing the cause for the firing of the flares and also because of a rise in the runway which was mistaken due to the visibility, for the runway end, braking action was started and a sked resulted turning the plane to the right. Corrective action was taken with the right engine straightening the plane out, the plane topped the rise and the end of the runway could be seen clearly. Braking action again started. The resulting skid turning the plane to the left could not be controlled with the engine and the plane left the runway after completing about a one hundred degree turn to the left. After hitting the dirt the right main gear collapsed, the nose gear was sheared off, the right engine and propeller damaged. The right wing tip dragged and the nose glass was broken completely off and the right flap was damaged. Switches and mixtures were cut and exit made through the pilot's side of the canopy. The runway was PSP. Weather conditions during the landing proceedure was 200-300 feet ceiling from 1/2 to 3/4 mile visibility with light rain.

John G. Rankin

JOHN G. RANKIN,
Captain, A.C.,
Pilot.

Encl 3

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575TH BOMBARDMENT SQUADRON (M) AAF US ARMY

APO 140, US ARMY,
22 April 1945

STATEMENT OF GUNNER ON AIRPLANE AC NO 43-22650

Left formation due to bad weather. Spotted field and let down. Made three attempts to come in, landing on the third. The plane on landing skidded to the left then straigntened up and skidded off runway turning around about three fourths of the way around. Right main gear collapsed and also nose gear and glass nose. Then I made my exit through top hatch of gunners compartment. Guns were elevated about 15° and sighting station stowed to rear.

Curzon C. Simpson

CURZON C. SIMPSON, 32477041,
S/Sgt A.C., Gunner.

Incl 4

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HEADQUARTERS
391st BOMBARDMENT GROUP(M)

APO # 140
23 April 1945

SUBJECT : Existing Weather for Accident Report.

TO : Commanding Officer, 391st Bombardment Group (M), APO 140, U.S. Army.

1. The following is a weather summary at Y-46 for 1345, 21 April 1945.

a. Cloud conditions- overcast at 600 feet with lower broken clouds at 300 feet.

b. Visibility - One mile.

c. Weather - light continuous rain and drizzle.

2. The above data was arrived at by weather reports from weather stations near scene of accident, and taking into consideration the elevation of the air field.

Harold L. Henry
HAROLD L. HENRY
Capt Air Corps
Staff Weather Officer

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575th BOMB SQUADRON
Office of the Engineering Officer

360.33

23 April 1945

SUBJECT: Accident Report of Aircraft, Serial No. 43-22650.

TO : Commanding Officer, 391st Bomb Group, AAF Station Y-29, APO 140, U S Army.
ATTN: S-3 Officer.

1. At approximately 1345 hours, 21 April 1945, Aircraft A-26C25, Serial No. 43-22650 was damaged upon landing at AAF Station Y-46. Subject aircraft was inspected by the undersigned at 1100 hours 22 April 1945, at which time the aircraft had been moved slightly from its original position of rest to clear the runway. The right landing gear was broken loose, with the right main wheel underneath the right nacelle tail cone which was broken upwards. The nose wheel shock strut had snapped off just above the half fork and the nose wheel was approximately 20 feet back of the airplane. The nose section of the fuselage was broken loose from the fuselage at the bottom. All the tires were fully inflated but the right tire was worn down to the fabric in one spot indicating the wheel had been locked. The right wing tip was damaged. Due to the right landing gear and the nose gear being broken out, the airplane was resting on the left main wheel, the nose of the fuselage and the right engine. The right engine, propeller and nacelle were damaged. No gasoline, oil or hydraulic fluid leaks were evident. It is impossible to estimate the total damage until the aircraft is raised and damage to the right wing structure at the landing gear attachment can be ascertained. The airplane came to rest on the left edge of the runway approximately 100 yards from the end with the fuselage at nearly a 90° angle to the runway, with the right main gear and the nose gear collapsed. It is believed the accident can be reconstructed about as follows: The pilot landed on a steel mat runway during a rain storm with a 15 to 20 MPH gusty cross wind. Due to poor visibility and the cross wind the final approach and touchdown on the runway was made above normal speed. After setting down on the runway the brakes were applied and due to the slippery surface either the right wheel or both wheels locked and the airplane veered to the right. The pilot released the brakes and straightened up on the runway, still going very fast. About two-thirds down the length of the runway it takes a decided down grade so that normal decrease in speed did not take place. About 200 yards from the end of the runway the brakes were again applied and both wheels locked due to poor traction on the wet surface. The airplane then veered to the left until it was skidding almost sideways at which time the right landing gear attaching structure failed due to the side load on the gear and the nose gear shock strut snapped off.

2. The entire left side of the airplane, and the fuselage with the exception of the nose section, is undamaged. Whether the airplane will be repaired or salvaged will be determined by the Depot Engineering Officer.

L E Dougherty

L. E. DOUGHERTY,
Captain, Air Corps,
Engineering Officer.

Incl 6

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HEADQUARTERS
391ST BOMBARDMENT GROUP

E-L-p

APO 140, US Army
25 April 1945

SUBJECT: Aircraft Accident A-26C25, A.F. No. 43-22650, 21 April 1945.

TO : Commanding Officer, 391st Bombardment Group, APO 140, U. S. Army.

1. Due to the absence of a Flying Control at the station on which subject accident occurred, no Flying Control Officer's Statement will be submitted.

For the Commanding Officer:

Ernest N. Ljunggren
ERNEST N. LJUNGGREN
Lt Col, Air Corps
Investigating Officer

Encl 12

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HEADQUARTERS
AAF STATION Y-29

G-F-2

APO 140, U S Army,
26 April 1945

360.33

SUBJECT: Report of Aircraft Accident, A.F. No. 43-22650.

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, 9th Bombardment Division (M), dated 12 March 1945.

For the Commanding Officer:

CYRIL S. FAREL,
1st Lt, Air Corps,
Assistant Adjutant.

8 Inclosures:
1 - WD AAF Form No. 14. (Quad)
2 - Letter from President of Aircraft Investigation Board. (Quad)
3 - Pilot's Statement of Aircraft Accident. (Quad)
4 - Gunner's Statement of Aircraft Accident. (Quad)
5 - Existing Weather For Accident Report. (Quad)
6 - Engineering Officer's Statement. (Quad)
7 - WD AAF Form No. 1. (Quad)
8 - WD AAF Form No 1A. (Quad)

RECEIVED 27 APR 1945

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 5 May 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 further investigation and coordination within this headquarters.

For the Commanding General:

7 MAY 45

S. L. PARMENTER,
CAPTAIN, A.C.
ASST ADJ. GEN.

8 Incls: 1 cy ea w/d

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360.33 2nd Ind. E
HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 11 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:

HERBERT D. LEWIS,
Captain, A.C.D.,
Asst Adj General.

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

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