

RESTRICTED
WAR DEPARTMENT
AAF STATION B-50
U. S. ARMY AIR FORCES

ACCIDENT NO. _____

45-6-13-704

(1) Place 5 Miles West of Neurenburg, Germany (2) Date 13 June 1945 (3) Time 1000
AIRCRAFT: (4) Type and model A-26C25 (5) A. F. No. 43-22598 (6) Station B-50
Organization: (7) 9th A.D. Ninth AF (8) 391st Bomb (9) 574th Bomb
(Command and Air Force) (Group) (Squadron)

PERSONNEL

[illegible]

PILOT CHARGED WITH ACCIDENT

(20) Martin Dorsey L. (21) 0-885239 (22) Capt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 9th A.D. Ninth AF (26) 391st Bomb (27) 574th Bomb (28) B-50
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) 9th A.D. Ninth AF (30) 391st Bomb (31) 574th Bomb (32) B-50
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 9-25-42 Present rating (35) Pilot (36) 9-25-42 Instrument rating (37) 15 April 1945
(Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type.....	133:05	(42) Instrument time last 6 months.....	16:15
(39) This model.....	107:00	(43) Instrument time last 30 days.....	8:30
(40) Last 90 days.....	126:05	(44) Night time last 6 months.....	9:05
(41) Total.....	1443:25	(45) Night time last 30 days.....	3:20

AIRCRAFT DAMAGE

DAMAGE				(40) LIST OF DAMAGED PARTS
	L	R		
(46) Aircraft.....	M			Lower half of plexi-glass nose.
(47) Engine(s).....				
(48) Propeller(s).....				

(50) Weather at the time of accident ... Visibility of seven (7) miles; surface wind 333° at 12 MPH; A2-3
cloud at 800'; overcast at 2000'.

(51) Was the pilot flying on instruments at the time of accident No.
(52) Cleared from B-50 (53) To B-50 (54) Kind of clearance Local contact.

(55) Pilot's mission Low level navigation training.

(56) Nature of accident . Collision in full flight with tree.

(57) Cause of accident Aircraft' mushed into top of tree.

(58) Has Form 54 been submitted? No.

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16—28757-1

DESCRIPTION OF ACCIDENT

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

On 13 June 1945, Captain Dorsey L. Martin, was flying an A-26C25 type aircraft AAF #43-22598 on a low altitude navigation mission.

After entering the authorized low level area, Captain Martin dropped to tree-top level. Shortly thereafter when the pilot attempted to pull up over an exceptionally tall tree the plane mushed, causing the plexiglass to be broken by the top branches of the tree. The plane was flown back to base and landed without further mishap.

Immediate Cause: Lower half of plexiglass nose was broken by contact with tree.

Underlying Cause: Poor judgement on the part of the pilot in allowing his plane to get close enough to the tree so that excessive control had to be used in an attempt to clear the top branches.

Responsibility : 100% Pilot error. (Judgement)

Recommendations : None.

Signature

Ernest N. Ljunggren

(Investigating Officer)

ERNEST N. LJUNGGREN, Lt Col, AC

ROBERT K. LAMIN, Capt, AC

ALLAN D. SMITH, Capt, AC

Date 19 June 1945

U. S. GOVERNMENT PRINTING OFFICE 16-28757-1

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WAR DEPARTMENT
A & F FORM NO 1 A
REV. 11 JAN 44

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	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			
PREFLIGHT	13-6-45	Roberts	B-50													
DAILY	12-6-45	Schaub	B-50													
25 HOURS	236:50			1ST	-	925	-	120	-	120						
50 HOURS	261:50			2ND	175	925	-	120	-	120						
100 HOURS	254:15			3RD												
Plug Ch.	254:15			4TH												
BATTERIES	12:20	Roberts		5TH												

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: 920 MEMO 65-918 F-500-F T.O. 01-40AT-50; 01-40AT-61 01-40AT-45; 04-1-17; T.M. 1. 01-40AT- 24; 01-40AT-6 * 13-5-11 NOT CHW
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	F	Funt	B-50			
GUNNERY	F	Funt	B-50			
NAVIGATION	R	Roberts	B-50			
COMMUNICATIONS	M	Mitchell	B-50			
PHOTOGRAPHIC	M	Mitchell	B-50			
ENGINEERING	C	Collins	B-50			
RADAR	C	Collins	B-50			

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

EXCEPTIONAL RELEASE

CLASS { 1. P. Martin }
RELEASED FOR FLIGHT EQUIP. { 2. }

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.						AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
SECRET 2nd CONFIDENTIAL Equipment INSTALLED						ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
						#1 Nose DAMAGED				
Dr. L. Martin						HOURS TODAY	1:30	1:30		
						TOTAL	231:15	231:15		
I certify this to be a true copy:						OIL CHANGE DUE	254:15	254:15		
						CUMULATIVE CLEANING DUE	236:50	236:50		
Dean W. Thompson DEAN W. THOMPSON Captain, Air Corp Sqn, Engineering Officer.						AIRCRAFT		HOURS TO DATE	229:45	
								HOURS TODAY	1:30	
1st Service By Sgt Roberts Preflight Service Check By Satterfield						TOTAL		231:15		
Total C-10 Time 18:20 Time Today Eng 1:20 RAD ARM Com						TOTAL Time		18:40		

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
13 June 1945	AIR FORCE 9th Air Force	COMPONENT	ENGINE MODEL R-2800-71	
STATION B-50	COMD., SERV. COMD. OR DEPT 9th Air Division		SERIAL NO. F. R. 021978	SERIAL NO.
	GROUP NO. & TYPE 391st Bomb (M)	AIRCRAFT MODEL A-26C-25-DT	SERIAL NO. F. R. 021508	SERIAL NO.
CREW CHIEF OR ENGINEER Sgt P. Schaub	SQUADRON NO. & TYPE 574th Bomb (M)	AIRCRAFT SERIAL NO. 43-22598	TOTAL FLIGHT TIME 1:30	

574TH BOMBARDMENT SQUADRON (M)
391ST BOMBARDMENT GROUP (M)

APO 14C U. S. Army
13 June 1945

SUBJECT: Statement of Aircraft Accident.

TO : All Concerned.

On the morning of 13 June 1945 I took off at 0920 in A-26C-25DD type aircraft, serial No. 43-22598 on a scheduled low level navigation mission. We proceeded to the boundary of the low level flying area assigned to this unit, at a minimum altitude of 1000 feet. We dropped to tree top level when we arrived at the boundary of the low flying zone.

About 10 miles inside the low level zone I pulled up to miss one tree that stuck up above the other trees. The aircraft mushed, the top branches hit the bottom of the plexi-glass nose cracking it. The wind resistance caused pieces to fly off the damaged section all the way back to base.

Dorsey L. Martin
DORSEY L. MARTIN
Captain, Air Corps
Pilot.

Incl 2

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574TH BOMBARDMENT SQUADRON (M)
391ST BOMBARDMENT GROUP (M)

APO 140 U.S. Army,
13 June 1945.

SUBJECT: Statement of Aircraft Accident.

TO : All Concerned.

On the morning of 13 June 1945, I accompanied Capt. Martin, as Bombardier-Navigator in A-26 type C-25DD aircraft, serial # 43-22598 on a scheduled low level navigation mission.

We proceeded to the boundary of the low level area assigned to this unit at an altitude of 1000 feet. Upon reaching the low level area, we dropped down to tree top level. Approximately 10 mile inside the area, the plane apparently mashed into the top branches of a tree and cracked the lower section of the plexi-glass nose. During the return to the base, due to wind resistance, pieces of plexi-glass continued breaking off the damaged section.

The terrain in the vicinity of the accident was rather hilly. Due to me being in the nose of the aircraft, my vision was hampered by the Shoran equipment.

Eugene F. Brooks

EUGENE F. BROOKS
1st Lt. Air Corps
Bombardier

Sub 3

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574th BOMBARDMENT SQUADRON (M)
391st BOMBARDMENT GROUP (M)

APO 140, US Army,
19 June 1945.

SUBJECT: Damage Report, A-26C-25DT Aircraft, A.C. No. 43-22598.
TO : Whom It May Concern.

1. After a scheduled low level training flight 13 June 1945, subject aircraft returned with the lower portion of the bombardiers plexiglass nose section, part number 5203671-2 broken. No further damage to the aircraft resulted.

2. At the time of the accident total time on the aircraft was 231:15 hours. A fifty hour inspection had been completed at 211:30 hours.

For the Squadron Commander:

Dean W. Thompson
DEAN W. THOMPSON,
Captain, Air Corps,
Engineering Officer.

Incl 4

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R E S T R I C T E DHEADQUARTERS
AAF STATION B-50

G-P-rf


APO 140, U S Army,
19 June 1945.

SUBJECT: Report of Aircraft Accident, A.F. No. 43-22598.

F TO : Commanding General, 9th Air Division, APO 140, U S Army.

Transmitted herewith in compliance with 9th Air Division Memorandum No. 62-2, dated 12 March 1945, AAF Form No. 14, "Report of Aircraft Accident" on Aircraft A-26C25 A.F. No. 43-22598, dated 13 June 1945.

For the Commanding Officer:


W. G. PRESSLER,
Capt., Air Corps,
Asst Adjutant.

6 Incls:

- Incl 1- A.A.F. Form No. 14 (Quad)
- Incl 2- Pilot's Statement (Quad)
- Incl 3- Bombardier's Statement (Quad)
- Incl 4- Engineering Officers' Statement (Quad)
- Incl 5- A.A.F. Form No 1 (Quad)
- Incl 6- A.A.F. Form No. 1A (Quad)

R E S T R I C T E D

360.33

1st Ind.

E-Q-3

HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 2 July 1945.

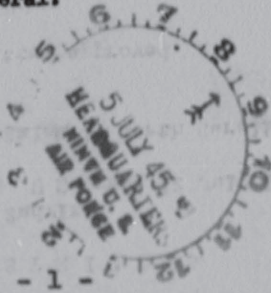
F TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

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:

6 Incls: n/c (in trip)


CARLOS C. WARREN
1st LT A. C.
ASS'T ADJ. GENERAL

24431

R E S T R I C T E D

RESTRICTED

360.33

2nd Ind.

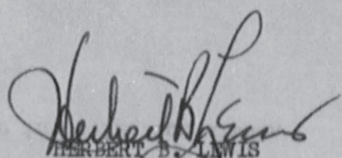
HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 12 July 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

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


 HERBERT B. LEWIS
 Major, A.G.D.,
 Asst Adj General.

A 17929

C Incls:

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