

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

RESTRICTED

WAR DEPARTMENT
AAF STATION # 166
U. S. ARMY AIR FORCES

ACCIDENT No. 457-4-522

REPORT OF AIRCRAFT ACCIDENT

(1) Place 3 Miles South AAF Station #166 (2) Date 4 July 1944 (3) Time 1350
AIRCRAFT: (4) Type and model B-26B50 NA 030 (5) A. F. No. 42-95832 (6) Station AAF Station 166
Organization: (7) IX BC Ninth AF (8) 391st B.G. (9) 575th B.S.
(Command and Air Force) (Group) (Squadron)

PERSONNEL BM

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)
01 P	O'Hare, Donald D.	P	0-735810	1st Lt	01	AC	Ninth AF	Minor 2	No
04 CP	Bates, Wallace E.	P	0-763034	2nd Lt	01	AC	Ninth AF	Minor 2	No
61 B	Drake, Leo A. Jr	B	0-733161	1st Lt	01	AC	Ninth AF	Minor 2	No
68 X	Baggett, Richard L.	P	0-763030	2nd Lt	01	AC	Ninth AF	Minor 2	No
71 RG	Weis, Jerry E.	RG	1300000	T/Sgt	20	AC	Ninth AF	Minor 2	No
62 EG	Bates, Calvin L.	EG	1300000	T/Sgt	20	AC	Ninth AF	Minor 2	No
68 X	Schwisow, Melvin (NMI)	B	17021102	Corp	20	AC	Ninth AF	Major 3	No

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AUG 1-1944

(20) O'Hare, Donald (21) 0-735810 (22) 1st Lt (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) IX B.C. Ninth AF (26) 391st B.G. (27) 575th B.S. (28) AAF Station 166
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) IX B.C. Ninth AF (30) 391st B.G. (31) 575th B.S. (32) AAF Station 166
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 4 Jan 43 Present rating (35) Pilot (36) 4 Jan 43 Instrument rating (37) 29 Oct 43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type	682:45	(42) Instrument time last 6 months	4:55
(39) This model	611:45	(43) Instrument time last 30 days	3:25
(40) Last 90 days	171:10	(44) Night time last 6 months	6:55
(41) Total	776:05	(45) Night time last 30 days	None

AIRCRAFT DAMAGE

(49) LIST OF DAMAGED PARTS

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W S</u>	Airplane complete wreck
(47) Engine(s) <u>W S S</u>	
(48) Propeller(s) <u>W S S</u>	

(50) Weather at the time of accident Ceiling 2500 feet; visibility 5 miles; wind 10 MPH from 240 degrees

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

(52) Cleared from AAF Station 166 (53) To AAF Station 166 (54) Kind of clearance Local

(55) Pilot's mission Training

(56) Nature of accident Left engine cut out immediately prior to becoming airborne

(57) Cause of accident Failure of left engine

(58) Has form No. 54 been submitted: No

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RESTRICTED**DESCRIPTION OF ACCIDENT**

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

1. On 4 July 1944, Donald B. O'Hare, O-735810, 1st Lt A.C., after having properly checked his aircraft B-26B50 MA, AF No. 42-95832, took off on a local training mission with a seven man crew and ten (10) one hundred pound bomb load. Just as the aircraft was becoming airborne the left engine failed completely. The right propeller fluctuated considerably. The aircraft never attained enough air speed to insure retaining control and holding altitude. The pilot picked a grain field and made a belly landing. The landing was beautifully executed on a slight up-slope. The soft dirt tore off the lower segments of each engine cowling, the wheel nacelle doors, the bombay doors, the keel beam of the bombay and part of the skin under the fuselage. The aircraft slid straight up the slope for approximately 150-200 yards. At that time it went across a ditch approximately six (6) feet wide and four (4) feet deep. The shock even at slow speed swung the aircraft to the right, tore off the left engine, and set the aircraft afire. In the swing to the right the fuselage rode over the torn off left engine, tearing out the rear bombay and breaking the fuselage in two. The crew evacuated the airplane through the copilot's and navigator's hatch. The pilot's hatch was jammed. One enlisted man was in the tail. He was removed by the copilot and the engineer-gunner. The aircraft had checked out on the preflight but on previous flights had been criticized for lack of power.

2. The crash was caused by 100% materiel failure; complete left engine failure and probable failure of right propeller, cause undetermined.

3. There are no recommendations.

Signature

John S. Samuel
John S. Samuel, Lt Col. A.C.

Donald K. Brandon
Donald K. Brandon, Lt Col. A.C.

Ernest N. Ljunggren
Ernest N. Ljunggren, Lt Col. A.C.

Date 9 July 1944

Hq 505 5-43/10M/9093

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575TH BOMBARDMENT SQUADRON (M), ARMY AIR FORCES
391st Bombardment Group

APO 140, US Army
8 July 1944.

"PILOT'S STATEMENT ON CRASH LANDING"

On the afternoon of 4 July 1944 I was pilot of B-26 No 42-95832, loaded with six one-hundred pound bombs. The plane was found to be satisfactory when I made my routine ground check.

On take-off I had minor desynchronization of the props which the engineer adjusted. Just I was about to become airborne at the end of the runway my left engine backfired violently two or three times.

It was impracticable to set the ship down because of trees at the end of the field. Consequently I took off and my co-pilot pulled up my wheels. I immediately feathered the left engine and used full rudder trim which incidently was not sufficient.

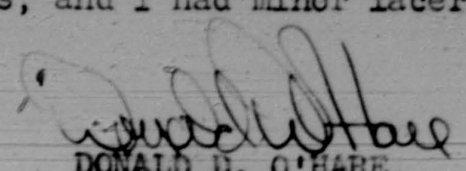
I cleared the trees at the end of the field with my air speed at 135, and began a gentle turn to the left to avoid the North Wheel radar towers. I then tried to milk up my flaps gently, but found this impractical because the ship settled too much.

My right prop began to oscillate more violently and my engineer tried to maintain a constant rpm setting. By this time my airspeed was down to 130 mph and I knew I would have to make a crash landing.

I picked out a suitable field ahead, made ~~my~~ positive my men were in ditching position and came in for a crash landing. I cut the power and switches on the right engine just before I touched down.

The first impact was not as rough as I had expected. Before coming to a halt we hit a ditch and our left engine was ripped off.

The crew left by escape hatches. The bombardier, and radio man suffered 1st and 2nd degree burns; the enlisted bombardier suffered a broken arm, head injuries and 1st and 2nd degree burns; the rest of the crew suffered minor 1st degree burns; and I had minor lacerations of the jaw.


DONALD D. O'HARE,
1st Lt, Air Corps,
Pilot.

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575TH BOMBARDMENT SQUADRON (M), ARMY AIR FORCES
391st Bombardment Group

"STATEMENT OF ENGINEER-GUNNER ON CRASH LANDING"

Flying in ship 42-95832 - 4 July 1944 - as engineer, I made a routine ground check of the ship and found the ship O.K. I was between the pilot and co-pilot and watched the engine check performed by pilot. The check showed the engines were O.K. We taxied to take-off position at the head of runway 210. We started down the runway at approximately 1350. The first thing that went wrong was the right prop governor would not hold the prop at its set rpm. I tried my best to hold it at 2700 rpm to synchronize it with the left engine. The ship was just barely off the ground when the left engine started cutting out. It backfired as though it was being starved of fuel. Lt O'Hare, the pilot, used the engine until the power was almost completely gone, then feathered the engine with the feather switch. I pulled the mixture control to idle cut off. Lt O'Hare immediately trimmed the ship to full rudder trim although 15 deg was not enough. The ship seemed to be going O.K. and Lt O'Hare said "We'll make it O.K." and laughed it off in his usual coolness. We were turning left all the time and losing very little altitude. A few seconds later we were just barely over the tree tops and told us to get set. We were all in crash position before that, except myself. I saw the field he intended to set down in and released the right prop control and turned to get behind the pilot's seat. The first impact was not as rough as I expected. A matter of seconds or fractions of second the right engine was ripped off and part of the fuselage at the navigator's compartment also. Flames practically filled the navigator's compartment and part of the cockpit. I managed to open the pilot's hatch but not the co-pilot's hatch.

All persons aboard ship got to a safe distance away from the wreckage or were moved to a safe distance.

I suffered only 1st degree burns to both ears, hair singed slightly, and a few body and limb bruises.

Calvin L. Bates
S/Sgt CALVIN L. BATES,
ASN 19049133,
575th Bomb Sq.

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572ND BOMBARDMENT SQUADRON
391st Bombardment Group

APC # 140
4 July 1944

SUBJECT: Statement of T/Sgt. Ralph J. Hobbs.

TO : Whom it may concern.

1. While working on airplane 42-95803 this afternoon, I heard an airplane coming down runway 03. About at the intersection of runway 03 and 32, I noticed that one engine was cutting out and both engines were smoking considerably on the take-off. As the plane climbed into the air, it seemed to cut out more frequently. The plane banked to the left and rose to a height just over the trees. I stood on the wing of my airplane until the plane that had taken off went out of my sight.

Ralph J. Hobbs.
Ralph J. Hobbs, T/Sgt.,
Crew Chief, 42-95803
572nd Bomb Sq.

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Shows left engine



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RESTRICTEDHEADQUARTERS
AAF STATION 166439
APO 140, U S Army,
11 July 1944.

SUBJECT: Report of Aircraft Accident. A.F. No. 42-95832.

TO : Commanding General, IX Bomber Command, APO 140, U S Army.

F 1. Transmitted herewith WD AAF Form 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, IX Bomber Command, dated 18 April 1944. 360.33

For the Commanding Officer:

Glenn E. Bowen
GLENN E. BOWEN,
1st Lt, Air Corps,
Adjutant.

Incls:

- 1 - AAF Form 14 (quad)
- 2 - Statement of Witnesses (quad)
- 3 - One set of pictures crash landing (quad)

360.33 1st Ind. E-J-1
HEADQUARTERS IX BOMBER COMMAND, APO 140, U.S. ARMY, 16 July 1944.

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

F Submitted in compliance with Ninth Air Force Memorandum 55-1 dated 22 March 1944.

For the Commanding General:

Richard S. Sanders
RICHARD S. SANDERS,
Brigadier General, U.S.A.,
Chief of Staff.

3 Incls:

1 cy ea w/d

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360.33 2nd Ind. E-I-11
HEADQUARTERS NINTH AIR FORCE (REAR), APO 696, U. S. Army, 19 July 1944.

To: Commanding General, IX Bomber Command, APO 140, U. S. Army.

1. Returned for correction.
2. Item 18 on AAF Form 14 does not agree with attached statements of Pilot and witnesses.
3. Immediate return of this report to this Headquarters is desired.

By command of Lieutenant General BURNETT:

3 Incls: n/c.



[Signature]
HARRY E. KOCH,
Major, Air Corps,
Asst. Adj. General.

2090

360.33 E-J-4
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 21 July 1944.

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

Preceding indorsement complied with.

For the Commanding General:

[Signature]
S. L. PARMENTER,
1st LT AIR CORPS
ASST ADJ. GENERAL.

3 Incls: n/c

360.33 4th Ind. E-I-11
HEADQUARTERS, NINTH AIR FORCE (REAR), APO 696, U. S. ARMY, 26 July 1944.

To: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report of A/C Accident Committee approved.

For the Commanding General:

[Signature]
HARRY E. KOCH,
Major, Air Corps,
Asst. Adj. General.

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

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