

WAR DEPARTMENT
A. A. Form No. 14
(Revised May 1, 1942)

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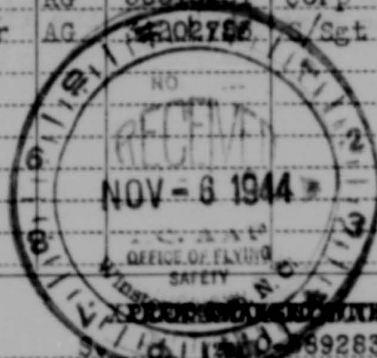
WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. 45-8-26-523

(1) Place AAF Station 166 (2) Date 26 August 1944 (3) Time 1750 H
AIRCRAFT: (4) Type and model B-26B45 (5) A. F. No. 42-95813 (6) Station AAF Station 166
Organization: (7) IX B.C. Ninth AF (8) 391st B.G. (9) 572nd Bomb Sqdn
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	Robert S. Stubbs	P	0-6892283	2nd Lt	1601	AC	Ninth AF	None	None
CP	Richard D. Penneman	P	0-780667	2nd Lt	1601	AC	Ninth AF	None	None
B	Frank I. Yawitz	B	0-678590	1st Lt	1601	AC	Ninth AF	None	None
EG	Paul M. Barkley	EG	35588126	Sgt	20	AC	Ninth AF	None	None
RG	John G. McCallum	RG	36819251	Corp	20	AC	Ninth AF	None	None
AG	Harry O. R. Wuehler	AG	3602788	S/Sgt	20	AC	Ninth AF	None	None



(20) Stubbs Robert S. 0-6892283 (22) 2nd Lt (23) 18 (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) 572nd Bomb Sqdn (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) 572nd Bomb Sqdn (32) AAF Station 166
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 30 Aug 43 Present rating (35) Pilot (36) 30 Aug 43 Instrument rating (37) None
(Rating) (Date) (Rating) (Date) (Date) (Date)

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

(38) This type 58:00 (42) Instrument time last 6 months None
(39) This model 10:00 (43) Instrument time last 30 days None
(40) Last 90 days 5:30 (44) Night time last 6 months 3:00
(41) Total 205:00 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	Airplane complete wreck
(47) Engine(s) <u>W 5</u> <u>W 5</u>	
(48) Propeller(s) <u>W 5</u> <u>W 5</u>	

(50) Weather at the time of accident Ceiling 3000'; Visibility 5 miles; Wind 5 MPH, from 150°

(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 Operational

(55) Pilot's mission Combat

(56) Nature of accident Right engine failed on take-off resulting in crash off end of runway.

(57) Cause of accident Material failure, right engine.

(58) Has Form no 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 26 August 1944, Robert S. Stubbs, O-689283, 2nd Lt, AC, after having properly checked his aircraft, a B-26B45, AAF #42-95813, taxied out for take-off on a combat mission.

The first part of his take-off run was normal. It was not until the extreme last part of the take-off run that the loss of power from his right engine became noticeable on the controls. At this time the nose wheel was off the ground and the aircraft was at the critical point of becoming airborne.

Lt Stubbs tried to attain a flying attitude, but when his right engine started cutting out, and a crash became inevitable, he retarded the throttles and signaled for wheels up. The crash was violent, the aircraft broke into two sections at the forward bomb bay. There was no fire. None of the crew members suffered more than a minor injury.

2. The accident was caused 100% by materiel failure (right engine). There was a gradual loss of power precluding the possibility of the aircraft becoming airborne. The specific cause is undetermined.

3. Recommendations: None.

Donald E. Brandon
DONALD E. BRANDON, Lt. Col. AC.

Signature

(Investigating Officer)

Ernest E. Lenoire
ERNEST E. LENOIRE, 1st Lt. AC.

James A. Sullens
JAMES A. SULLENS, Maj. AC.

Date August 31, 1944.

Statement of results of investigation, 125 5-43124-1081
attached, October 14, 1944.

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572ND BOMBARDMENT SQUADRON

APO 140, U. S. ARMY,
26 AUGUST 1944.

SUBJECT: AIRPLANE ACCIDENT 26 AUGUST 1944 - PILOT'S STATEMENT.
AIRPLANE # 42-95813.

TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APO 140,
U. S. ARMY.

1. ABOUT THREE FOURTHS OF THE WAY DOWN THE RUNWAY, I NOTICED A LOSS OF POWER IN MY RIGHT ENGINE. AT FIRST, I THOUGHT THAT MY THROTTLE HAD CREPT: SO I ADVANCED THE RIGHT THROTTLE TO BRING THE POWER SETTING UP TO THE LEFT ENGINE. THE MANIFOLD PRESSURE CAME UP TO ABOUT 47". THEN I KNEW THAT IT WAS LOSS OF POWER. THE END OF THE RUNWAY CAME UP AND I ONLY HAD 130 M.P.H. I TRIED TO PULL THE AIRPLANE UP AND SIGNALLED FOR WHEELS UP. THE RIGHT ENGINE STARTED CUTTING OUT. I LEFT FULL POWER ON TRYING TO GET SAFELY AIRBORN. THE AIRCRAFT KEPT SETTLING IN AND I SAW THAT THERE WAS NOTHING TO DO BUT LAND STRAIGHT AHEAD. I CHOPPED THROTTLES AND CRASH LANDED STRAIGHT AHEAD, HITTING A STUMP WHICH TORE THE AIRCRAFT IN TWO PIECES. NONE OF THE CREW WAS SERIOUSLY INJURED.

Robert S. Stubbs
ROBERT S. STUBBS,
2ND LT, AC.

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572ND BOMBARDMENT SQUADRON

APC 140, U. S. ARMY,
26 AUGUST 1944.

SUBJECT: AIRPLANE ACCIDENT 26 AUGUST 1944 - ENGINEER'S STATEMENT.
AIRPLANE # 42-95813.

TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APC 140, U. S. ARMY.

1. I WAS RIDING BETWEEN THE PILOT AND COPILOT ON THE TAKE OFF, BUT I WAS NOT WATCHING THE INSTRUMENTS CLOSELY BECAUSE THE CREW CHIEF HAD TOLD ME TO WATCH THE TIRES WHICH PROBABLY WOULD BE ROUGH AND NOISEY. I WAS CONCENTRATING ON THAT AND DID NOT NOTICE WHAT WAS GOING ON UNTIL WE WERE AT THE END OF THE RUNWAY. I NOTICED THE PILOT MOTION FOR "WHEELS UP". THEN I COULD SEE THE PLANE SETTLING: SO I LOOKED FOR A SEAT AND BRACED MYSELF BEHIND THE PILOT'S SEAT. I HEARD THE RIGHT ENGINE MISS WHEN IT SETTLED AND SAW THE PILOT CUTTING THE ENGINES.

Paul M. Barkley
PAUL M. BARKLEY, 55588126,
SGT, 572ND BOMB SQ.
ENGINEER-GUNNER.

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572ND BOMBARDMENT SQUADRON

APC 140, U. S. Army,
26 August 1944.

SUBJECT: Airplane Accident 26 August 1944 - Co-Pilot's Statement.
Airplane # 42-95813.

TO : Operations Officer, 391st Bombardment Group, APC 140, U. S. Army.

1. I was riding as copilot on this mission. We were halfway down the runway when the right tachometer dropped to 2500. I reached for increase switch thinking it might just be a decreasing prop. The pilot increased manifold pressure and R.P.M. came back to 2600. Then the R.P.M. began dropping steadily. It was too late to use brakes; so the pilot signaled for wheels up and then tried to clear tree stump at the end of the runway. We did not quite clear that. We cut all switches and left the airplane as soon as we stopped moving. No one was too badly injured.

Richard D. Pennerman
RICHARD D. PENNERMAN,
2nd Lt, AG.

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572ND BOMBARDMENT SQUADRON
391st Bombardment Group
Office of the Engineering Officer

F-S-u

APO 140, U.S. Army
12 October 1944

SUBJECT: Airplane Accident, 26 August 1944, Airplane #42-95813,
Model B-26B45, Squadron Engineering Officer's
Statement.

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

1. All statements and conclusions as to the cause of this accident are gathered from my investigation of aircraft after the crash and data related to me by my Assistant Engineering Officer, 1st Lt. Charles C. Taylor; also approximately twenty (20) Line Personnel and two (2) Pilots, all who were at the end of the runway at the time of the accident. I did not witness the crash personally but arrived at the scene ten minutes later.

a. Airplane #42-95813 had 453:00 hours at time of crash. At 448:45 hours, a new right engine was installed, #FP-062316. This new engine (right) had a total of 4:15 hours, which was the total time for the test hop and one other non-operational flight prior to the crash. Both mentioned flights showed satisfactory performance and received an "O.K." from the pilots. Prior to the crash, the engine (right) preflighted perfectly with full power and no magneto drop, as told to me by the Pilot, Robert S. Stubbs, 2nd Lt, AC.

b. At the time of the crash, the airplane had ninety-three (93) operational missions without a mechanical abortion. I consider the Crew Chief of this aircraft one of the best, both technically and as a soldier in the performance of his duties on the line. He now has fifteen (15) more missions on his newly assigned airplane without a mechanical abortion.

c. 1st Lt. Charles C. Taylor, my assistant, with several Crew Chiefs and Flight Chiefs, who witnessed the attempted take-off and crash stated that they could not detect any mechanical trouble and that the engine did not cut out.

d. The airplane and both engines were too badly damaged for such investigation, which resulted in my being unable to have the engines block-tested at a Repair Depot. The majority of the damage was due to numerous tree stumps in the path of the airplane before it came to a stop approximately 350 yards from the end of the runway.

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HEADQUARTERS
AAF STATION A-73

G-GB-2

APO 140, U S Army,
17 October 1944.

SUBJECT: Report of Aircraft Accident, A.F. No. 42-95813.

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, IX Bomber Command, dated 18 April 1944.

For the Commanding Officer:



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

7 Inclosures:

- Incl #1 - WD AAF Form No. 14, in quadruplicate.
- Incl #2 - Engineer's Statement, in quadruplicate.
- Incl #3 - Pilot's Statement, in quadruplicate.
- Incl #4 - Co-Pilot's Statement, in quadruplicate.
- Incl #5 - Squadron Engineering Officer's Statement, in quadruplicate.
- Incl #6 - 1st Ind. Hq 9th Bombardment Division (M), in quadruplicate.
- Incl #7 - Ltr, Subject "Report of Aircraft Accident", in duplicate.

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1st Ind.

E-J-2

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 23 October 1944.

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

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

For the Commanding General:

Richard E. Sanders
RICHARD E. SANDERS,
Brig. Gen., U.S.A.,
Chief of Staff.

5 Inclosures (1 copy w/d
Incls 6 & 7 w/d).-1-
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2nd Ind.

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 27 OCT 1944

E-CSJ-3

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

C.M. Seebach
C.M. SEEBACH,
Colonel, AGD,
Adjutant Gen.

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

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