PSTRICTEL WAR DEPARTMENT U. S. ARMY AIR FORCES REPORT OF AIRCRAFT ACCIDENT 11-22-44 (3) Time 0728 (2) Date 1 September 1944 (1) Place ... AAF Station 166 Organization: (7) IX B.C. Winth AF. (8) 391st B.G. (9) 572nd Bomb Sq. (Group) (Group) PERSONNEL RESULT TO NAME (Lest name first) RANK (15) (16)(17) (19)(24) (13) (11) (12)(10) Ninth AF None None 160 AC P 0-693929 2nd Lt P. Don G. Love Ninth AF None 2nd Lt AC 0-691191 DHCP John N. Nitto AC None ... 1601 Ninth AF None 0-705738 2nd Lt P Lincoln C. Mackay AC None... Ninth AF None / 20 35588126 Sgt. EG. Paul M. Barkley Ninth AF None / None... 20 - AC RG. 35410654 Sgt Richard R. Means 7 / RG None / None... Ninth AF 20 William (MMI) Ottenhouse AG. 38436286 Pvt. AC 4 WAG Ninth AF None/ AC 13049337 S/Sgt AG. Henry S. Herr PILOTX CHARGED WITH XACCIDANA (21) 0-693929 (22) 2nd Lt (23) 18 (24) A.C. (28) AAF Station 166 (26) 391st B.G. (27) 572nd Bomb Sqdn Assigned (25) IX B.C. Ninth AF Attached for flying (29) IX B.C. Ninth AF (30) 391st B.C. (31) 572nd Romb Sqdn (32) AAF Station 166 (34) 1 Oct 43 Present rating (35) Pilot (36) 1 Oct 43 Instrument rating (37) 31 Aug 1944 (Date) FIRST PILOT HOURS: (at the time of this accident) 9:40 48:25 (42) Instrument time last 6 months. (38) This type... 3:00 0:00. (43) Instrument time last 30 days. (39) This model. 0:00 39:05.. (44) Night time last 6 months. (40) Last 90 days ... 0:00 178:10 (45) Night time last 30 days. (41) Total ... AIRCRAFT DAMAGE (49) LIST OF DAMAGED PARTS DAMAGE Airplane complete wreck. W.5 (46) Aircraft... With (47) Engine(s)... W WK (48) Propeller(s). (50) Weather at the time of accident Ceiling 3000 ; Visibility 6 miles; Wind 15MPH 2400 (51) Was the pilot flying on instruments at the time of accident .. NO ... (54) Kind of clearance Operational (53) To AAF Station 166 (52) Cleared from AAF Station 166. (55) Pilot's mission ... Combat (56) Nature of accident Crash Isaded about 475 yards from end of runway. (57) Cause of accident 100% attributable to pilot error (technique).

RESTRICTED

Has form 54 been submitted:

DESCRIPTION OF ACCIDENT

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

1. On September 1, 1944, Don G. Love, 0-693929, 2nd Lt, AC, after having checked his aircraft B-26Gl, AAF #43-34148, taxied out for take-off on a combat mission with a seven (7) man crew and four (4) 1,000 lb. bombs. At the start of his take-off run the nose of the airplane came off the ground exceedingly high. So high, that the tail section was dragged on the runway several times. No apparent attempt was made to push the nose wheel down to gain speed. The pilot states that his air speed attained 115 mph. But the aircraft was in a power stall during the entire run. At the end of the take-off runway the pilot still thought the aircraft would fly, and in a last attempt to become airborne he pushed his throttles full forward, apparently not realizing that he was in a power stall. The airplane was not in a flying attitude and kept mushing toward the ground. The gear was not retracted and the throttles were not retarded, until the airplane had mushed to the ground. The only action possible for the pilot then, was to crash land straight ahead.

The crash itself was uneventful. The airplane remained intact, there was no fire, there were no injuries, other than minor cuts and bruises.

Upon investigation of the airplane it was found that the flaps were down for take-off, the gear was retracted, and the airplane was trimmed \mathbf{l}_2^{10} nose high. There was no indication of loss of power, either from the investigation or from statements from the crew.

- 2. Cause: 100% pilot error (technique).
- 3. Recommendations: None.

Signature Conal Brandon Brandon

BONALD R. BRANDON ALL COL, AC.

ERNEST N. LJONGGREN Lt Col, AC.

James A. SULLENS, Maj, AC.

ate September 4, 1944.

RESTAICTED

572ND BOMBARDMENT SQUADRON

1 SEPTEMBER 1944.

SUBJECT: AIRPLANE ACCIDENT 1 SEPTEMBER 1944 - PILOT'S STATEMENT.

AIRPLANE # 43-34148.

TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APO 140,

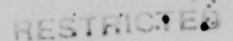
U. S. ARMY.

1. I CHECKED THE AIRPLANE THOROUGHLY, AND THE ENGINES RAN UP PERFECTLY PRIOR TO TAKE-OFF. I OPENED THE THROTTLE BEFORE TAKE-OFF TO ABOUT 25", AND THEN RELEASED THE BRAKES AND OPENED THE THROTTLE TO 50". THE PLANE PULLED TO THE LEFT, AND I PULLED BACK A TRIFLE ON THE RIGHT THROTTLE AND GOT THE PLANE STRAIGHT AND ON THE RIGHT SIDE OF THE RUNWAY, BUT THE PLANE WAS BEHAVING AS THOUGH IN PROPWASH, ALTHOUGH IT WAS NOT IN PROP WASH. THE PLANE GOT OFF THE GROUND SEVERAL TIMES, AND ABOUT THREE FOURTHS OF THE WAY DOWN THE RUNWAY THE SPEED INDICATED 115 M.P.H.; SO I GAVE IT A LITTLE MORE THROTTLE AND TRIED TO PULL IT OFF. I GOT IT OFF, BUT THE PLANE SETTLED DOWN AGAIN ABOUT 75 YARDS FROM THE END OF THE RUNWAY. THE COPILOT PULLED THE WHEELS WHEN I GOT IT OFF THE GROUND THE LAST TIME, BUT THE AORPLANE MUSHED DOWN AND HIT ABOUT 75 YARDS FROM THE END OF THE RUNWAY. I CHOPPED THE THROTTLE AND WE SKID TO A STOP. NONE OF THE CREW WERE INJURED SERIOUSLY.

DON G. LOVE, 2ND LT, AC.

RESTRICTED

Incl. 4



572ND BOMBARDMENT SQUADRON

APO 140, U. S. ARMY; 1 SEPTEMBER 1944.

SUBJECT: AIRPLANE ACCIDENT 1 SEPTEMBER 1944 - ENGINEER'S STATEMENT.

AIRPLANE # 43-34148.

TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APO 140,

U. S. ARMY.

1. I WAS RIDING BETWEEN THE PILOT AND THE COPILOT ON THE TAKE-OFF. I NOTICED THE TACHOMETER AND THE MANIFOLD PRESSURE GAUGES WERE AT THE RED LINE, BUT THE AIRSPEED INDICATOR DID NOT SHOW MORE THAN 115 M.P.H. AT ANY TIME. I SAW THE COPILOT LIFT THE WHEELS AT THE END OF THE RUNWAY, THEN THE PLANE BEGAN TO SETTLE: SO I BRACED MYSELF.

PAUL M. BARKLEY, 35588126, SGT, 572ND BOMB SQ, ENGINEER-GUNNER.

RESTRICTED

Anchis

A.P.O. #140 U. S. ARMY, 4 September 1944

To Whom It May Concern:

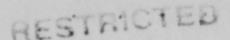
On 1 September 1944 at about 0730, I was in the control tower of this station watching the Group take-off procedure on runway 21. I first noticed Lt. Love's airplane when the nose came up very high and his tail section dragged on the runway. His airplane was not in a normal take-off attitude. Toward the end of the take-off run, I realized that his take-off would not be successful, that he was still in a stalled attitude, and that a crash was unavoidable.

I did not see the complete roll of the plane because the slope of the ground carried the plane out of my sight. I could see the rudder of the plane, over the slope, when the aircraft came to a stop.

A crash truck and ambulance were immediately dispatched to the plane, but no serious complications developed. The crew was taken to the hospital. Investigation revealed the plane rolled for approximately 1500 ftl before coming to a stop. The aircraft was a B-26Gl, A.F. No. 43-34148.

JAMES. A. S ULLENS, Major, Air Corps, Operations Officer.

Vact. 2



572ND BOMBARDMENT SQUADRON

APO 140, U. S. ARMY, 1 SEPTEMBER 1944.

SUBJECT: AIRPLANE ACCIDENT 1 SEPTEMBER 1944 - COPILOT'S STATEMENT.

AIRPLANE # 43-34148.

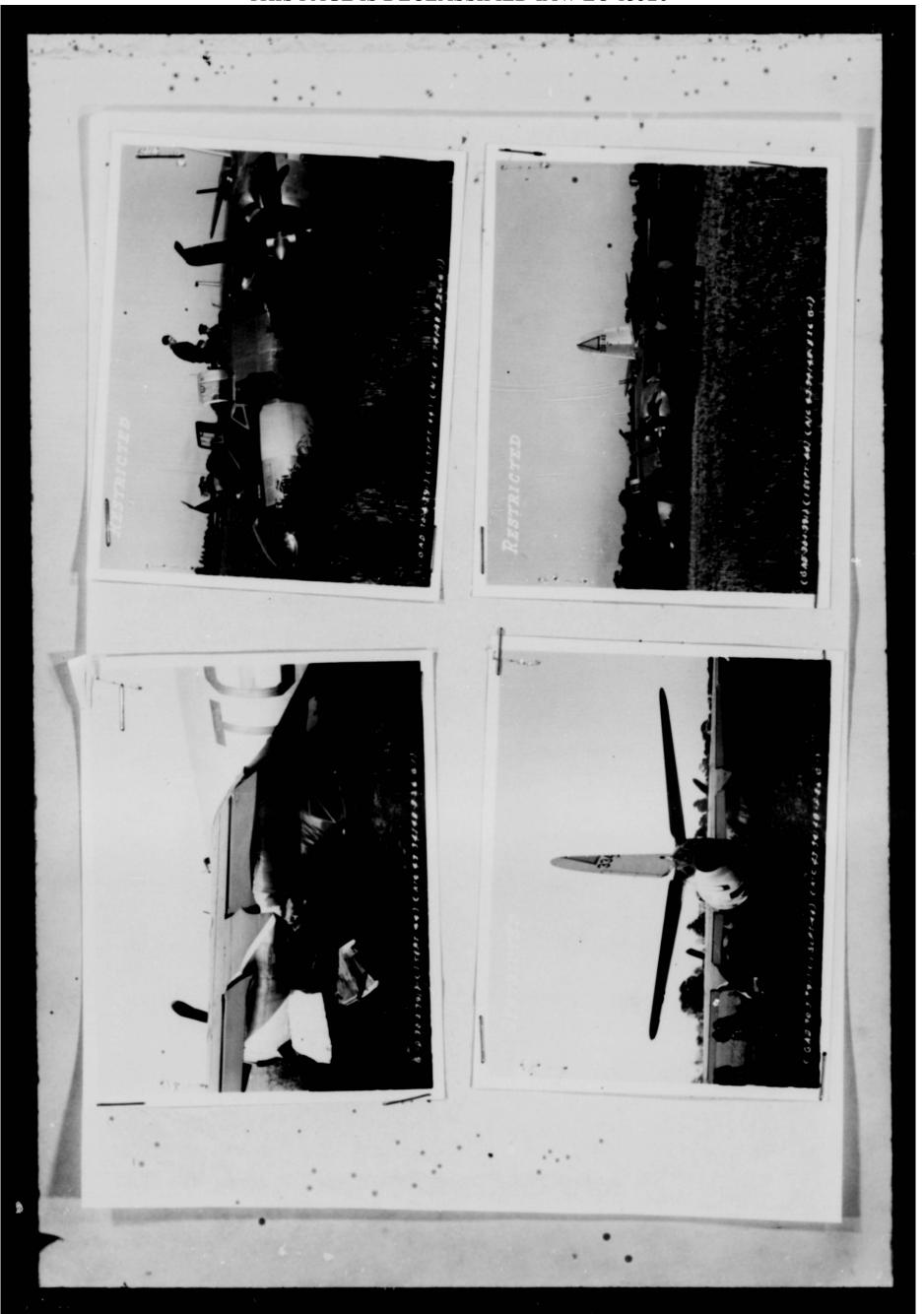
TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APO 140,

U. S. ARMY.

1. THE ENGINES WERE OK ON WARM-UP AND THEN ON TAKE-OFF, AND A CHECK OF THE SWITCHES SHOWED OEVERYTHING TO BE OK. THE MANIFOLD PRESSURE READ 50" AND 2600 R.P.M. ABOUT THREE FOURTHS OF THE WAY DOWN THE RUNWAY, THE AIRPLANE STARTED TO TAKE OFF SEVERAL TIMES BUT SETTLED BACK EACH TIME. THE AIR SPEED DID NOT GO OVER 115 M.P.H. AT ANY TIME. WHEN THE END OF THE RUNWAY WAS REACHED, I PULLED THE WHEELS AND JUST AS WE HIT THE GROUND I CUT ALL THE SWITCHES OFF. NO ONE WAS INJURED SERIOUSLY.

JOHN N, NITTO, 2ND LT, AC.

And 3



THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS AAF STATION #166

5 September 1944

1st Lt., Air Corps.

Adjutant.

6+ SEP 1944

SUBJECT: Report of Aircraft Accident.

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

1. Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident, (in quadruplicate) of aircraft B-26G1, 43-34148.

For the Commanding Officer:

360.33

Incls: 6

Incl #1 - WD AAF Form No. 14 (in quad) to

Incl #1 - WD AAF Form No. 14 (In the land of land)
Incl #2 - Statement of Major James A. Suttens
Incl #3 - 2nd Lt. Don G. Level COMMAND

Incl #4 -2nd Lt. John N. Nitte

Inc1 #5 -Sgt. Paul M. Barkley

Incl #6 - Photographs

1st Ind. 360.33 HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 16 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:

the Committee become

Report of Aircraft Accident cognition approved.

drift, Tlying Calety, anny Air Sorgen, Minster-Sales 1, Horth

6 Incls: n/c (1 cy ea w/d)

6 Incla: n/a (2 eye es 9/d

Brig. Gen., U.S.A., Chief of Staff.

360.33 2nd Ind. HEADQUARTERS NINTH AIR FORCE, APO 696, USArmy. 24 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:

the december and the seneral to

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

mer to - projectable

marks: sepera of sample sections.

C.M. SEEBACH, Colonel, A.G.D, Adjutant General.