

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

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WAR DEPARTMENT
AAF Station 166
U. S. ARMY AIR FORCES

ACCIDENT No. 45-9-1-532

REPORT OF AIRCRAFT ACCIDENT

11-22-44 01-001
(1) Place AAF Station 166 (2) Date 1 September 1944 (3) Time 0728 4
AIRCRAFT: (4) Type and model B-26G1 (5) A. F. No. 43-34148 (6) Station AAF Station 166
Organization: (7) IX B.C. Ninth AF (8) 391st B.G. (9) 572nd Bomb Sq
(Command and Air Force) (Group) (Squadron) 2483

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)
P	Don G. Love	P	0-693929	2nd Lt	18	AC	Ninth AF	None	None
CP	John N. Nitto	P	0-691191	2nd Lt	18	AC	Ninth AF	None	None
X	Lincoln C. Mackay	P	0-705738	2nd Lt	18	AC	Ninth AF	None	None
EG	Paul M. Barkley	EG	35588126	Sgt	20	AC	Ninth AF	None	None
RG	Richard R. Means	RG	35410654	Sgt	20	AC	Ninth AF	None	None
AG	William (NMI) Ottenhouse	AG	38436286	Pvt	20	AC	Ninth AF	None	None
B	Henry S. Herr	AG	13049337	S/Sgt	20	AC	Ninth AF	None	None

PILOT CHARGED WITH ACCIDENT

(20) Love Don G (21) 0-693929 (22) 2nd Lt (23) 18 (24) A.C.
(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) 2483
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 Pilot (34) 1 Oct 43 Present rating (35) Pilot (36) 1 Oct 43 Instrument rating (37) 31 Aug 1944
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 48:25 (42) Instrument time last 6 months 9:40
(39) This model 0:00 (43) Instrument time last 30 days 3:00
(40) Last 90 days 39:05 (44) Night time last 6 months 0:00
(41) Total 178:10 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE NF OMW 11-29

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	Airplane complete wreck
(47) Engine(s) <u>W 4</u>	
(48) Propeller(s) <u>W 5</u>	

(50) Weather at the time of accident Ceiling 3000'; Visibility 6 miles; Wind 15MPH 240°

(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 Crash landed about 475 yards from end of runway

(57) Cause of accident 100% attributable to pilot error (technique).

(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)

1. On September 1, 1944, Don G. Love, O-693929, 2nd Lt, AC, after having checked his aircraft B-26G1, 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 $1\frac{1}{2}$ ° 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

DONALD R. BRANDON, Lt Col, AC.

ERNEST N. LJUNGREN, Lt Col, AC.

JAMES A. SULLENS, Maj, AC.

Date September 4, 1944.

Hq SOS 5-43/10M/9093

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572ND BOMBARDMENT SQUADRON

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

SUBJECT: AIRPLANE ACCIDENT 1 SEPTEMBER 1944 - PILOT'S STATEMENT.
AIRPLANE # 43-34148.

TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APC 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 AIRPLANE 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.

Don G. Love

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Incl. 1

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572ND BOMBARDMENT SQUADRON

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

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Incl: 5

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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-26G1, A.F. No. 43-34148.

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

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Encl. 2

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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
JOHN N. NITTO,
2ND LT, AC.

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R E S T R I C T E D

HEADQUARTERS
AAF STATION #166APO # 140
5 September 1944

SUBJECT: Report of Aircraft Accident.

TO : 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)
- Incl #2 - Statement of Major James A. Sullivan
- Incl #3 - " " 2nd Lt. Don G. Love
- Incl #4 - " " 2nd Lt. John N. Nitte
- Incl #5 - " " Sgt. Paul M. Barkley
- Incl #6 - Photographs



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

360.33

1st Ind.

E-J-4

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:

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



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

- 1 -
R E S T R I C T E D

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360.33

2nd Ind.

E-CSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, USArmy. 24 OCT 1944

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

Report of Aircraft Accident committee approved.

For the Commanding General:

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

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

2405

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