

PARTMENT
Form No. 14
d May 15, 1942)

RESTRICTED

WAR DEPARTMENT
AAF STATION 236
U. S. ARMY AIR FORCES

ACCIDENT No. 110

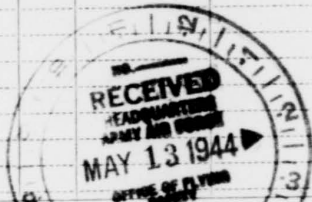
REPORT OF AIRCRAFT ACCIDENT

44-4-5-521

(1) Place AAF STATION 236 (2) Date 5 April 1944 (3) Time 1443
AIRCRAFT: (4) Type and model B-26-B4 (5) A. F. No. 41-17994 (6) Station AAF STATION 236
Organization: (7) VIII AFCC VIII AF (8) 3rd CCRG Gp (9) Hq & Hq Squadron
(Command and Air Force) (Group) (Squadron)

PERSONNEL

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.	Bjork, Paul A.	P	0-694251	2nd Lt.	18	AC	VIII AFCC	None	No
CP	Wilson, Gilbert E.	P	T-1788	P/O	18	AC	VIII AFCC	None	No
N	Greico, Joseph (NMI)	BN	0-792460	1st Lt.	01	AC	VIII AFCC	None	No
R	Mass, Lloyd W.	HG	35549183	S/Sgt.	20	AC	VIII AFCC	None	No
E	Ortega, John (NMI)	EG	39282866	Sgt.	20	AC	VIII AFCC	None	No



(20) Bjork, Paul (Last name) (First name) (21) 0-694251 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)
Assigned (25) (Command and Air Force) (26) (Group) (27) (Squadron) (28) (Station)
Attached for flying (29) VIII AFCC VIII AF (30) 3rd CCRG Gp 3rd Repl & Trng Sq (31) AAF Station 236
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 26-6-43 (Date) Present rating (35) Pilot (36) 26-6-43 (Date) Instrument rating (37) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 220:45 (42) Instrument time last 6 months -----
(39) This model 220:45 (43) Instrument time last 30 days -----
(40) Last 90 days 66:55 (44) Night time last 6 months -----
(41) Total 359:15 (45) Night time last 30 days -----

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 5</u>	Both props badly bent. Both engine crankshafts bent.
(47) Engine(s) <u>0 4</u>	Complete belly section of fuselage buckled in. Nose
(48) Propeller(s) <u>0 4</u>	wheel well doors & loop antenna torn off.

(50) Weather at the time of accident Visibility 6 to 8 miles. Wind West 15 m.p.h. Clouds 6/10 at 800 feet. Main cloud deck at 1500 feet.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAF Station 236 (53) To AAF Station 236 (54) Kind of clearance Contact.

(55) Pilot's mission Formation and Navigation Mission

(56) Nature of accident Take off accident.

(57) Cause of accident Major cause: Power Plant. Minor cause: Undetermined.

(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)

Aircraft type B-26-B4, No. 41-17994 crashed on take-off, immediately after becoming airborne, due to loss of power in the right engine. With this loss of power, after being airborne, the aircraft lost airspeed and altitude rapidly, forcing crash landing.

The investigating committee is convinced that the pilot used good judgement in making a wheels up landing after loss of airspeed. Also the committee find it impossible to determine any cause other than loss of power in right engine.

A proper and efficient pre-flight check was made. There are no recommendations for action to prevent repetition.

George O. Commemorator
 GEORGE O. COMMENATOR,
 Major, Air Corps,
 Accident Officer.

Signature

Moir L. Shookley
 MOIR L. SHOOKLEY,
 Capt., Air Corps.

Oran M. Begwin
 ORAN M. BEGWIN,
 Capt., Air Corps.

Date 11 April 1944

Hq 505 5-43/10W/9093

5 April 1944		AAF STATION		B-26-E4	
DATE		STATION		AIRCRAFT MODEL	
S/Sgt. R. S. Oakes		Hq & Hq Sq mb (M)		41-17994	
CREW CHIEF OR AERIAL ENGINEER		SQUADRON NO. AND TYPE		AIRCRAFT SERIAL NO.	
PERS. CLASS		USE AS DIRECTED LOCALLY		FLIGHT DATA	
NAME - RANK - ORGANIZATION		DUTY		TERMINALS AND MISSION	
1		2		FROM	
18 Bjork, P. A. 2nd Lt., AC		P 0:20		TO	
18 Wilson, G. E. F/O., AC		CP 0:20		MISSION	
01 Grieco, J. (NMI) 1st Lt., AC		N 0:20		NO OF LANDINGS	
20 Maus, L. W. S/Sgt., AC		R 0:20		FROM	
20 Ortega, J. (NMI) Sgt., AC		E 0:20		TO	
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WAR DEPARTMENT
A A F
FORM NO. 1 A
2-2-42

FLIGHT REPORT - ENGINEERING

RESTRICTED

INSPECTION STATUS				SERV. CHECK AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	DATE OF OR HOURS DUE	INSPECTED BY		STATION	SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
		BY				SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
PREFLIGHT	5/4/44	0														
DAILY	4/4/44	0														
25 HOURS	403:55															
50 HOURS	400:50			236	1ST		960		120		120					
100 HOURS	398:20				2ND											
					3RD											
					4TH											
					5TH											

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: First aid kits out. Fire ext. D. turret out.
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	S	SEITZ	236			
GUNNERY	S	SEITZ	236			
CHEMICAL						
COMMUNICATIONS	B	BOND	236			
PHOTOGRAPHIC						
NAVIGATION						

EXCEPTIONAL RELEASE	
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.	
RELEASED FOR FLIGHT	G E WILSON P/O

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

5M38A2 Practice bombs and 1050 Rds 50 cal ammo aboard.
Flight # 1 Right prop ran away on take off.
Left engine lost power after trying to increase over 50".
P.A. BJORK, 2nd Lt., AC

THIS IS A CERTIFIED TRUE COPY

David J. Alkazin Jr.

DAVID Y. ALKAZIN JR.,
1st Lt., AC,
Sta. Eng. O.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	379:25	358:05		
HOURS TODAY	0:19	0:19		
TOTAL	379:44	358:24		
OIL CHANGE DUE	426:55	426:55		
LAND CLEARING DUE	400:50	400:55		
AIRCRAFT	HOURS TO DATE	379:25		
	HOURS TODAY	0:19		
	TOTAL	379:44		

ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA	
(1) 41-27820	ENGINE SERIAL NO.	B26B4	AIRCRAFT MODEL	41-1794	AIRCRAFT SERIAL NO.
(2) 42-51057	ENGINE SERIAL NO.	Bomb (M)	COMPONENT	41-1794	AIRCRAFT SERIAL NO.
(3) 42-51057	ENGINE SERIAL NO.				
(4) 42-51057	ENGINE SERIAL NO.				
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(100) 42-51057	ENGINE SERIAL NO.				

RESTRICTED

STATEMENT OF PILOT:

7 April 1944

I started the engines on time and gave them the regular pre-take-off check. Everything was normal; the right engine took 36 inches of mercury to get 2300 R.P.M. I took off with zero (0) degrees trim tab and had twenty-five (25) inches of mercury before releasing the brakes at the end of the runway. I released the brakes and eased the throttle up to forty-nine (49) inches of mercury. I got the nose wheel off at 100 miles per hour, and we left the runway at one hundred and thirty (130) miles per hour.

As we took off, there was a severe yawing to the right. I was applying hard left rudder, so I started to apply left trim tab. We were about twenty (20) feet in the air when I noticed we were losing air speed and altitude. I tried to increase power; but when I advanced the throttles, there was an extreme loss of power in both engines. The rudder pressure then equalized and we started coming down. There was no loud surge from either engine, so I didn't believe the prop governors had failed; however, it seemed they were slowing down.

Just before I hit, I made a pass at the landing gear lever but the co-pilot pulled the wheels up. We hit the ground tail first and slid on the belly to a stop. While we were sliding, I was holding the wheel with my left hand and attempting to open the pilot's compartment escape hatch with my right hand. I did not touch any of the controls or switches after we struck the ground. Everyone got out safely in a few seconds.

Paul A. Bjork
PAUL A. BJORK,
2nd Lt., AC

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STATEMENT OF CO-PILOT

10 April 1944

We went to the ship half an hour early, made a complete check, and upon checking the engines, found everything normal. There were seven (7) or eight (8) ships in front of us and after taxiing into position, the pilot gave it about twenty-five (25) inches of manifold pressure while holding the brakes. Upon releasing the brakes the ship rolled down the runway as in a normal take-off.

At this time I noticed the right engine over speeding three hundred (300) R.P.M. so I used the "decrease" switch, but there was no apparent affect from this. As a last resort, I flipped the right feathering switch on, then off.

The pilot asked for "wheels up" at the same time advancing both throttles. At this moment the port engine seemed to lose power and being low we started slipping to the left. Just before we hit the ground, I tried to feather both propellers and the pilot called for hatches open. I opened the hatches and was climbing out as the ship came to rest. No one was injured.

*Gilbert E. Wilson*GILBERT E. WILSON,
2nd Lt., AC.**RESTRICTED**

Incl 3

- 1 -

RESTRICTED

OFFICE OF THE FLYING CONTROL OFFICER
ARMY AIR FORCE STATION 236
APO 639 U. S. ARMY

JZ-B-1

5 APRIL 1944.

SUBJECT: ACCIDENT REPORT: TB-26 NO. 994-B, LT. BJORK.

TO : BASE OPERATIONS OFFICER, USAAF STATION 236, APO 639.

1. AT 1443, LT. BJORK, IN TB-26, #994 TOOK OFF ON R/W
27. ABOUT TWO THIRDS OF THE WAY DOWN THE R/W THE A/C BECAME AIR-
BORNE TO A HEIGHT OF ABOUT TEN FEET, PUT DOWN AGAIN, MADE A 180
DEGREE TURN AFTER CRASHING ONTO THE GROUND AT 1443 1/2 HOURS, AND
REMAINED TO THE RIGHT OF THE R/W. THIS WAS SEEN BOTH BY LT.
BERKOWITZ, WHO WAS WATCHING FROM THE CARAVAN, AND BY LTS. GREGORY
AND HINTON, WHO WERE OBSERVING FROM THE GLASS HOUSE. WHEN LT.
BERKOWITZ ARRIVED AT THE CRASH, THE CREW HAD WALKED AWAY FROM THE
PLANE AND APPEARED UNINJURED. THE TOWER CRASH TRUCKS AND
AMBULANCE WERE ALREADY AT WORK. THE CRASH CREW MEN STOOD BY TO
PUT OUT ANY POSSIBLE FIRE. LT. ALKAZIN TOOK OVER; AND THE MP'S
STARTED PATROLLING THE AREA. ALL VEHICLES WERE ORDERED OFF THE
R/W; AND THE R/W WAS CHANGED TO 33 END. FROM EXAMINATION OF THE
SKID MARKS, IT APPEARS THAT WHEN THE PLANE PUT DOWN, ONE WHEEL
WAS ON THE R/W WHILE THE RIGHT WHEEL LANDED OFF THE PERIMETER.

Benjamin F. Gregory
BENJAMIN F. GREGORY
2ND LT. AIR CORPS,
ASS'T FLYING CONTROL OFFICER.

Morris Berkowitz
MORRIS BERKOWITZ,
2ND LT. AIR CORPS,
SENIOR FLYING CONTROL OFFICER.

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STATEMENT OF WITNESS

8 April 1944

On the day of 5 April 1944 I observed the crash of aircraft B-26-B4 No. 41-17994 from the Control Tower. The ship started off on a normal roll and made what seemed to be a normal take-off. When approximately fifteen (15) feet in the air the ship seemed to be in trouble - This was noticed when the ship began to settle back toward the runway and one wing dropped as if all power had been cut, result of which the pilot made a wheels up landing near the end of the runway.

From the Control Tower I could not determine the cause of the trouble because the ship was never in what would seem an abnormal attitude or neither was excessive yaw visible from my position.

Charles V. Hinton
CHARLES V. HINTON,
2nd Lt., Air Corps,
Comdg, Sqdn "A"

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OFFICE OF THE ENGINEERING OFFICER
AAF STATION 236

KZ-A4

APO 639, U.S. Army.
7 April 1944

SUBJECT: Position of Switches and Controls on B26B4 41-17994.

TO: Whom It May Concern.

1. I reached the scene of the accident approximately two minutes after it happened. The crew of the plane were already clear of the wreck. The first thing I did upon reaching the wreck was to look inside at the position of the battery switches, the main line switch, the magneto switches, and the mixture control quadrant. Upon seeing the above named units in an abnormal position I climbed into the cockpit and switched off both battery switches, the main line switch, both magneto switches and pulled back to idle out -off the mixture control quadrants that were in the auto-rich position. On checking further, the next day I found the fuel booster pumps to be in the on position. I switched these off immediately.

David Y. Alkazin Jr.
DAVID Y. ALKAZIN JR.
1st Lt., AC,
Sta Eng O.

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OFFICE OF THE ENGINEERING OFFICER
AAF STATION 236

KZ-A2

APC 639, U.S. Army,
11 April 1944.

SUBJECT: Report Of Findings Of Investigation Of Aircraft B26B4, Serial
No. 41-17994.

TO: Whom It May Concern.

1. Mr. TOM GUEST, Curtiss Electric Propeller Representative and I conducted an investigation of Aircraft B26B4, Serial No. 41-17994 and the following is a report of our findings.

2. The right propeller manual control Switch which includes the increase, decrease, fixed and automatic positions was checked through from the cockpit where the switch is located on the pedestal to the right propeller power unit located on the right engine. All circuits were found to be working perfectly. The right propeller governor was removed from the right engine and installed on another engine. The engine was run-up and the governor responded normally to all positions that the automatic quadrant control was placed in.

3. Due to the fact that the left engine was torn out of the ship in the moving of the aircraft from the runway to the hangar, the left propeller power unit was checked and all circuits were found to be working normally.

4. A visual inspection of the blade angles of both propellers revealed them to be almost in full high pitch. Mr. GUEST assumed as a rough guess the blade angles of both propellers to be about 40°. Both high pitch cams located in the rear of the propeller unit showed that the cams were about 1/8" from the full high pitch cam stop.

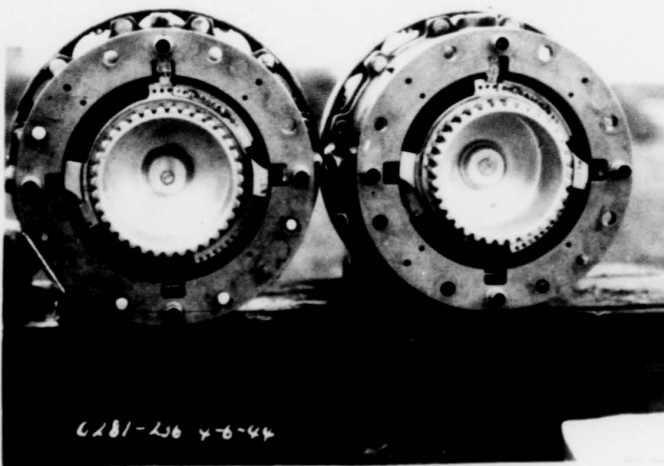
5. The left automatic propeller quadrant control was found in the full forward low pitch position. The left manual propeller switch was found in the automatic position with the cover guard down over it. The left propeller feather switch was found in the normal position.

6. The right automatic propeller quadrant control was found about 1" from the full forward low pitch position. The left manual propeller switch was found in the fixed pitch position with the cover guard in the back position. The left propeller feather switch was found in the normal position.

David Y. Alkazin Jr.
DAVID Y. ALKAZIN JR.,
1st Lt, AC,
Sta Eng O.

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