

RESTRICTED
WILL ROGERS FIELD
WAR DEPARTMENT

Accident No. 43-5-24-44

**U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT**

(1) Place Will Rogers Field, Oklahoma (7) Date 24 May 1943 (8) Time 0809 CWT
 AIRCRAFT: (4) Type and model A-20C (5) A. F. No. 41-19204 (6) Station Will Rogers Field, Okla.
 Organization: (7) III ASPTG THIRD AF (8) 116th Bomb (L) 669th Bomb (L)
 (Command and Air Force) (Group) (Squadron)

092

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	LUCAS, PAUL	P	0-799416	2d Lt.	01	AC	III ASPTG	None	None

JUN 7 83 AM



RECEIVED
NO. 100-100000-1
BY FLIGHT STAFF

PILOT CHARGED WITH ACCIDENT

(20) LUCAS PAUL (21) 0-799416 (22) 2d Lt. (23) 01 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) III ASPTG THIRD AF (26) 116th Bomb (L) 669th Bomb (L) (27) Will Rogers Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (28) III ASPTG THIRD AF (29) 116th Bomb (L) 669th Bomb (L) (30) Will Rogers Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (31) Pilot (32) 3/25/43 Present rating (33) Pilot (34) 5/24/43 Instrument rating (35) None
 (Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(36) This type A-20 0.9 (37) Instrument time last 6 months Not Involved
 (38) This model A-20C 0.9 (38) Instrument time last 30 days Not Involved
 (39) Last 90 days 30.0 (39) Night time last 6 months Not Involved
 (40) Total 220.0 (40) Night time last 30 days Not Involved

AIRCRAFT DAMAGE

DAMAGE	(41) LIST OF DAMAGED PARTS
(46) Aircraft <u>M2</u>	<u>Nose of fuselage, propellers, engine damage undetermined.</u>
(47) Engine(s) <u>0</u> <u>0</u>	
(48) Propeller(s) <u>W4</u> <u>W4</u>	

(49) Weather at the time of accident 7000 feet Broken - 3000 feet Scattered.
Wind - North Strong Gusts.

(51) Was the pilot flying on instruments at the time of accident No.
 (52) Cleared from Will Rogers Field (53) To Local (54) Kind of clearance Contact

(55) Pilot's mission Local Transition.

(56) Nature of accident Taxi accident. Pilot turned off runway onto taxi strip and ran nose-wheel off into dirt where it collapsed.

NG SN LN
08 63 29

(57) Cause of accident Major - Pilot Error
Minor - Carelessness
Underlying - Pilot obviously cracked nose-wheel strut sideways in making too fast a turn and ran into mud.

100% Carelessness

06 50 110
05 34 17

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DESCRIPTION OF ACCIDENT

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

After landing his A-20C type aircraft, #11-19204, PAUL LUCAS, 2d Lt., Air Corps, turned off the runway onto the taxi strip. In doing so, he ran off into the mud, where the nose-wheel of his ship collapsed. In his signed statement, Lt. LUCAS tells of using left brake in turning off the runway, but that it did not hold, where upon he applied both brakes to prevent what actually did happen.

In the investigation carried out by the Aircraft Accident Officer, the nose-wheel of this ship was found to be cracked as though from a sideways position, and neither of the brakes showed evidence of malfunctioning. It is believed, on the basis of these findings, that the pilot attempted his turn at too high a speed, thus cracking the nose-wheel, and was unable to complete his turn or stop before running off the taxi strip. The opinion of the Aircraft Accident Officer, therefore, is that the pilot showed carelessness in this instance, and full responsibility for this accident should be placed with him.

RECOMMENDATION:

All pilots are repeatedly cautioned against taxiing too fast or attempting a turn at too high a speed, with aircraft of tri-cycle landing gear design. It is recommended that these warnings not be less frequent, but rather that they be more intensified. Taxi accidents are much too numerous and every added effort made in their prevention is one well worth making.

Signature

J. H. Cameron

J. H. CAMERON
1st Lt., Air Corps

Aircraft Accident Officer

Date May 28, 1943

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669TH BOMBARDMENT SQUADRON (LIGHT)
416TH BOMBARDMENT GROUP (LIGHT)
WILL ROGERS FIELD

PL/hgj

Oklahoma City, Okla.,
May 25, 1943.

S T A T E M E N T

At 0725 I took off in the A-20C, 41-19204, airplane for my first transition flight. After approximately 30 minutes, the tower called me in to make a landing. I was given instructions to go around again when I was on the base leg because of two airplanes ahead of me. I pulled up the wheels and flew the pattern, gave the tower a call on the base leg, and was told to come in and land. The landing was normal except for leveling off a little too high and the plane slowed down without the use of brakes. After passing the half way mark, I increased the throttles to 1000 RPM so that the engines wouldn't load up. The airplane was not traveling fast, but I slowed it down some more and started to make a short turn to the left. The airplane started to turn but not like it should have, so I held full left brake, but it wouldn't swing around. I saw that I wasn't going to turn, so I held left brake and also applied right brake to stop the plane from getting off the runway. The right brake held but I didn't stop soon enough. I had some left brake but it was very weak, at no time did I need to make a sharp left turn while taxiing out for the take-off. Therefore, to stop I had no other way of checking except for my hydraulic pressure which was up.

/s/ Paul Lucas

PAUL LUCAS,
2nd Lt., Air Corps,
Pilot.

A TRUE COPY


J. H. CAMERON,
1st Lt., Air Corps.

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Doc 3

THIRD REGION. **RESTRICTED**
ARMY AIRWAYS COMMUNICATIONS SYSTEM

AIRDROME TRAFFIC CONTROL ACCIDENT REPORT

Tower: S/SGT J SATTERSTROM, IN CHARGE Date of accident: MAY 24, 1943

Did you witness the accident? YES Time of accident: 0608

Number of aircraft involved: ONE Place of accident: N END OF

NORTH SOUTH RUNWAY

Name(s) of pilot(s) involved and rating(s) (if available): LT. LUCAS

Serial number and type of aircraft involved: A20 #204

Location and path of aircraft(s) at time of accident: AFTER LANDING TO

THE NORTH ON RUNWAY 35

Damage to property other than aircraft (as observed from the tower):

NONE

Weather report current at the time of

the accident: CONTACT

Additional weather information as observed by the airdrome traffic controller:

Indicate radio instructions or visual signals given to aircraft prior to accident:

NONE AFTER SHIP WAS ON RUNWAY

Give a brief account of the accident including the emergency action taken by the airdrome traffic controller at the time of the accident: IT APPEARED THAT

SHIP LANDED TO FASE. CRASH ALARM SOUNDED.

I hereby certify that the above statement is true and correct to the best of my knowledge.

A TRUE COPY

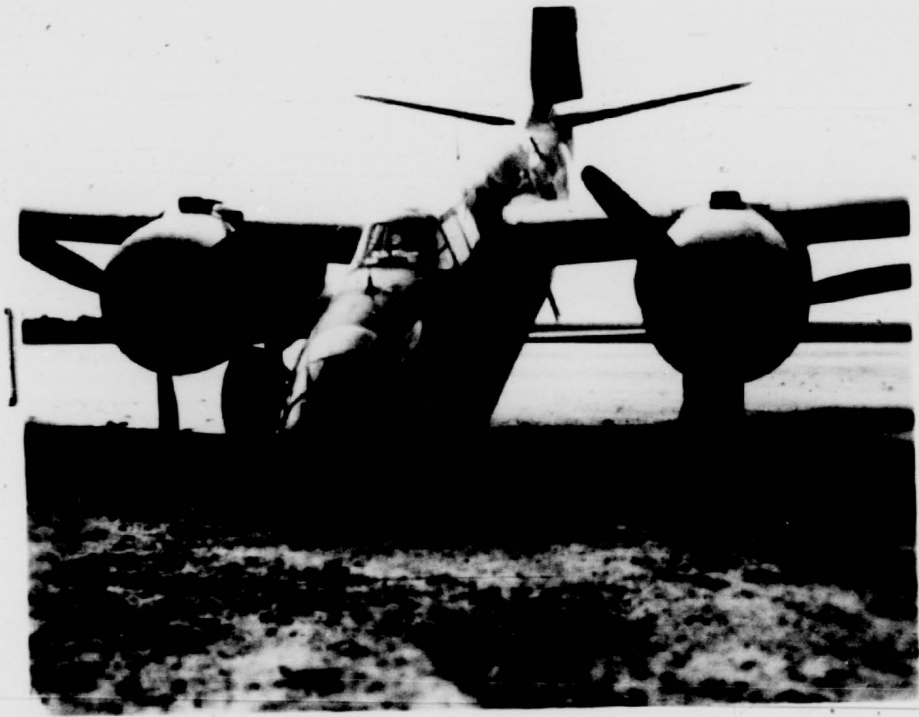
TCR Form No. 8

J. H. CAMERON
J. H. CAMERON
1st Lt., Air Corps

/s/ J. T. Satterstrom
Airdrome Traffic Controller
on duty

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HEADQUARTERS AIR BASE AREA COMMAND
OFFICE OF THE AIR BASE AREA COMMANDER
WILL ROGERS FIELD OKLAHOMA

E-12-12

File 360.33
Acrft. Accidents, Gen'l.


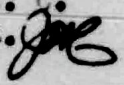
29 May 1943

SUBJECT: A.A.F. Form 14 on A-20C Aircraft #41-19204.

TO : Commanding General, Army Air Forces,
Attention: Flight Control Command, Winston-Salem, North Carolina.

Pursuant to instructions contained in paragraph 1a, Section V, Part Eight, AAF Regulation-62-14, dated May 26, 1942, inclosed herewith is AAF Form 14 covering Group II accident to A-20C Aircraft #41-19204 on May 24, 1943; Pilot, Lt. PAUL LUCAS, A. C.

For the Air Base Area Commander:


S. H. LEVY,
Major, A. C.
Adjutant. 

- 4 Inclosures:
Incl. 1- AAF Form 14.
Incl. 2- Airdrome Traffic Control Accident Report.
Incl. 3- Stmt of Pilot, Lt. Lucas.
Incl. 4- Two Photographs.

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Accident No. 43-564-44

Date

Checked by James S

6-8-43

Analyzed by MAL

Copied for Wright
Field by _____

Notes _____

(Nature Group Taxiing accident

(Specific Nature Miscellaneous

(Underlying Nature Misuse of controls

(Cause Group 100% Carelessness

(Specific Cause Carelessness

(Underlying Cause Carelessness

388:6-43