

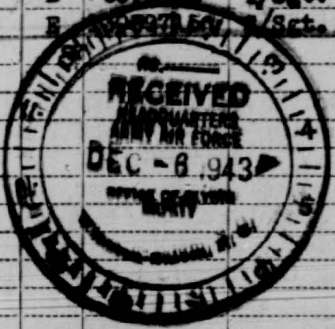
WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

2 Plane
44-11-26-34

(1) Place Keesler Field, Mississippi (2) Date 26 November 1943 (3) Time 1900 CWT 7
AIRCRAFT: (4) Type and model A-20G-20 (5) A. F. No. 286624 (6) Station BS - Laurel, Miss.
Organization: (7) 3 Bomb Com-III AF (8) 416 Light Bomb (9) 670 Light Bomb
(Command and Air Force) (Group) (Squadron)

3 3B PERSONNEL BLL BLL 4551

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)
	Robbins, Leo G.	E	6872552	T/Sgt.	20	AC	3d Bomb	None	No
	Payne, John A.	E	6872559	T/Sgt.	20	AC	Comm	Minor injury	No



CREWMAN CHARGED WITH ACCIDENT

(20) Robbins Leo G (21) 6872552 (22) T/Sgt. (23) 20 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 3d Bomb Comm-III AF (26) 416 Light Bomb (27) 668 Light Bomb (28) Laurel Field, Miss.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 3d Bomb Comm-III AF (30) 416 Light Bomb (31) 668 Light Bomb (32) Keesler Field, Miss.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Present rating (35) Instrument rating (37)

FIRST PILOT HOURS:
(at the time of this accident)
(38) This type (42) Instrument time last 6 months
(39) This model (43) Instrument time last 30 days
(40) Last 90 days (44) Night time last 6 months
(41) Total (45) Night time last 30 days

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>Major</u>	<u>Extensive damage to right outer wing panel; extensive damage to windshield assembly; moderate damage to nose section.</u>
(47) Engine(s) <u>None</u>	
(48) Propeller(s) <u>None</u>	

(50) Weather at the time of accident CAVU; darkness
(51) Was the pilot flying on instruments at the time of accident
(52) Cleared from no (53) To 90 (54) Kind of clearance 5
(55) Pilot's mission

(56) Nature of accident Miscellaneous. Collision after jumping checks and swerving into a plane which was parked adjacent to it.
(57) Cause of accident Apparent inability of crewman to definitely determine whether parking brakes were fully applied and throttle in a near closed setting before starting engines on an unlighted portion of airfield during hours of darkness.

DESCRIPTION OF ACCIDENT

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

A flight of A-20 airplanes were being run up for the purpose of oil dilution during hours of darkness, upon receipt of a warning which indicated a sudden drop in temperature. The airplanes were lined up, and tie-down ropes and chocks were being utilized at the time. T/Sgt. Leo G. Robbins, a qualified combat crewman, after stating that he checked the parking brakes which indicated that they were fully applied, started the right engine of A-20, AC serial #286-624. The airplane either jumped or skidded past the chocks and commenced a forward movement. The right tie-down rope broke almost simultaneously and caused the plane to rotate on the ground in a left semi-circular movement, as the left tie-down rope held and served as an axis.

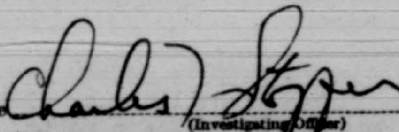
The crewman cut the switch but did not have sufficient brake application to prevent the right wing tip of the plane from coming into a collision with the forward part of the cockpit of A-20, AC serial #286-582, which was parked to its left. Combat Crewman Ferjes was occupying the cockpit of the plane which was struck for the purpose of running up the engines to accomplish oil dilution. He had his head down in the darkened cockpit and did not see the wing tip of the runaway plane which caused the bullet-proof glass to dislodge and strike him on the scalp causing lacerations (minor injuries).

Due to the noise from the other airplane engines in the immediate vicinity, it was impossible to warn the man who was injured of the impending collision by verbal means. The accident took place during hours of darkness in a remote section of the airdrome in which the planes were parked, in order to make room for several large formation flights which were scheduled to arrive and which would occupy the lighted portion of the apron during their refueling operations.

FINDINGS: The Aircraft Accident Investigating Officer finds that the direct cause of the accident was a result of a collision between the moving A-20, AC serial #286-624, and A-20, AC serial #286-582, which was in a parked position. The Aircraft Accident Investigating Officer is of the opinion that the underlying cause of the accident was due to darkness which prevented the crewman who started the engine from definitely determining the amount of throttle setting when starting his engine and to apply his toe brakes and cut the switch promptly when the plane jumped or forced the wheel chocks. The tie-down ropes which parted showed signs of being old and frayed.

RECOMMENDATIONS: None.

Signature



(Investigating Officer)

CHARLES T. STOFFER,

Lt. Col., Air Corps,

Aircraft Accident Investigating
Officer.

Date 30 November 1943.

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

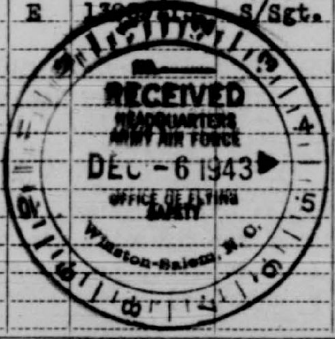
2 Place
44-11-26-34

45047

42-86589

(1) Place Keesler Field, Mississippi (2) Date 26 November 1943 (3) Time 1900 CWT
 AIRCRAFT: (4) Type and model A-20G-20 (5) A. F. No. 286692 (6) Station DS, Miss.
 Organization: (7) 3 Bomb Com-III AF (8) 416 Light Bomb (9) 670 Light Bomb LAUREL
 (Command and Air Force) (Group) (Squadron)

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)
	Robbins, Leo G.	E	6972552	T/Sgt.	20	AC	3d Bomb	None	No
	Fejes, John A.	E	13039715	S/Sgt.	20	AC	Comm III AF	Minor injury	No



CREWMAN 13039715 CHANGED WITH ACCIDENT
 (20) Robbins, Leo (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 3d Bomb Comm-III AF (26) 416 Light Bomb (27) 668 Light Bomb (28) Laurel Field, Miss.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 3d Bomb Comm-III AF (30) 416 Light Bomb (31) 668 Light Bomb (32) Keesler Field, Miss.
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) None (34) None Present rating (35) None (36) None Instrument rating (37) _____
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type _____ (42) Instrument time last 6 months _____
 (39) This model _____ (43) Instrument time last 30 days _____
 (40) Last 90 days _____ (44) Night time last 6 months _____
 (41) Total _____ (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>Major</u>	<u>Extensive damage to right outer wing panel; extensive damage to windshield assy; moderate damage to nose section.</u>
(47) Engine(s) <u>None</u>	
(48) Propeller(s) <u>None</u>	

(50) Weather at the time of accident CAVU; darkness

(51) Was the pilot flying on instruments at the time of accident _____
 (52) Cleared from _____ (53) To _____ (54) Kind of clearance _____

(55) Pilot's mission 90

(56) Nature of accident Miscellaneous. Collision after jumping chocks and swerving into a plane which was parked adjacent to it.

(57) Cause of accident Apparent inability of crewmen to definitely determine whether parking brakes were fully applied and throttle in a near closed setting before starting engines on an unlighted portion of airdrome during hours of darkness.

Incl 2

DESCRIPTION OF ACCIDENT

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

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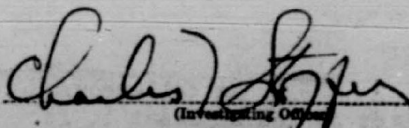
The crewman cut the switch but did not have sufficient brake application to prevent the right wing tip of the plane from coming into a collision with the forward part of the cockpit of A-20, AC serial #286-582, which was parked to its left. Combat Crewman Ferjes was occupying the cockpit of the plane which was struck for the purpose of running up the engines to accomplish oil dilution. He had his head down in the darkened cockpit and did not see the wing tip of the runaway plane which caused the bullet-proof glass to dislodge and strike him on the scalp causing lacerations (minor injuries).

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FINDINGS: The Aircraft Accident Investigating Officer finds that the direct cause of the accident was a result of a collision between the moving A-20, AC serial #286-624, and A-20, AC serial #286-582, which was in a parked position. The Aircraft Accident Investigating Officer is of the opinion that the underlying cause of the accident was due to darkness which prevented the crewman who started the engine from definitely determining the amount of throttle setting when starting his engine and to apply his toe brakes and cut the switch promptly when the plane jumped or forced the wheel chocks. The tie-down ropes which parted showed signs of being old and frayed.

RECOMMENDATIONS: None.

Signature



CHARLES T. STOFFER

Lt. Col., Air Corps,

Aircraft Accident Investigating
Officer.

Date 30 November 1943

27 November 1943

S T A T E M E N T

About 1900 CWT on 26 November 1943 I was running up A-20G-20 airplane, Serial number 286-624, for the purpose of diluting oil. This plane was parked adjacent to A-20G-20, Serial number 286-582.

Upon entering the cockpit, I locked the brakes. When I started my right engine, the plane immediately jumped both chocks and broke loose from the right mooring rope. It spun to the left and when I applied the brakes, it continued its turn. Immediately I cut my right engine, but the plane turned into A-20G-20, #286-582. S/Sgt. John Fejes was slightly injured and both planes slightly damaged.

Upon investigation, the right mooring rope was found to be rotten.

The accident was witnessed by Lt. Richard T. McBrien, Lt. Richard D. Poindexter, and Lt. Everett T. Platter.

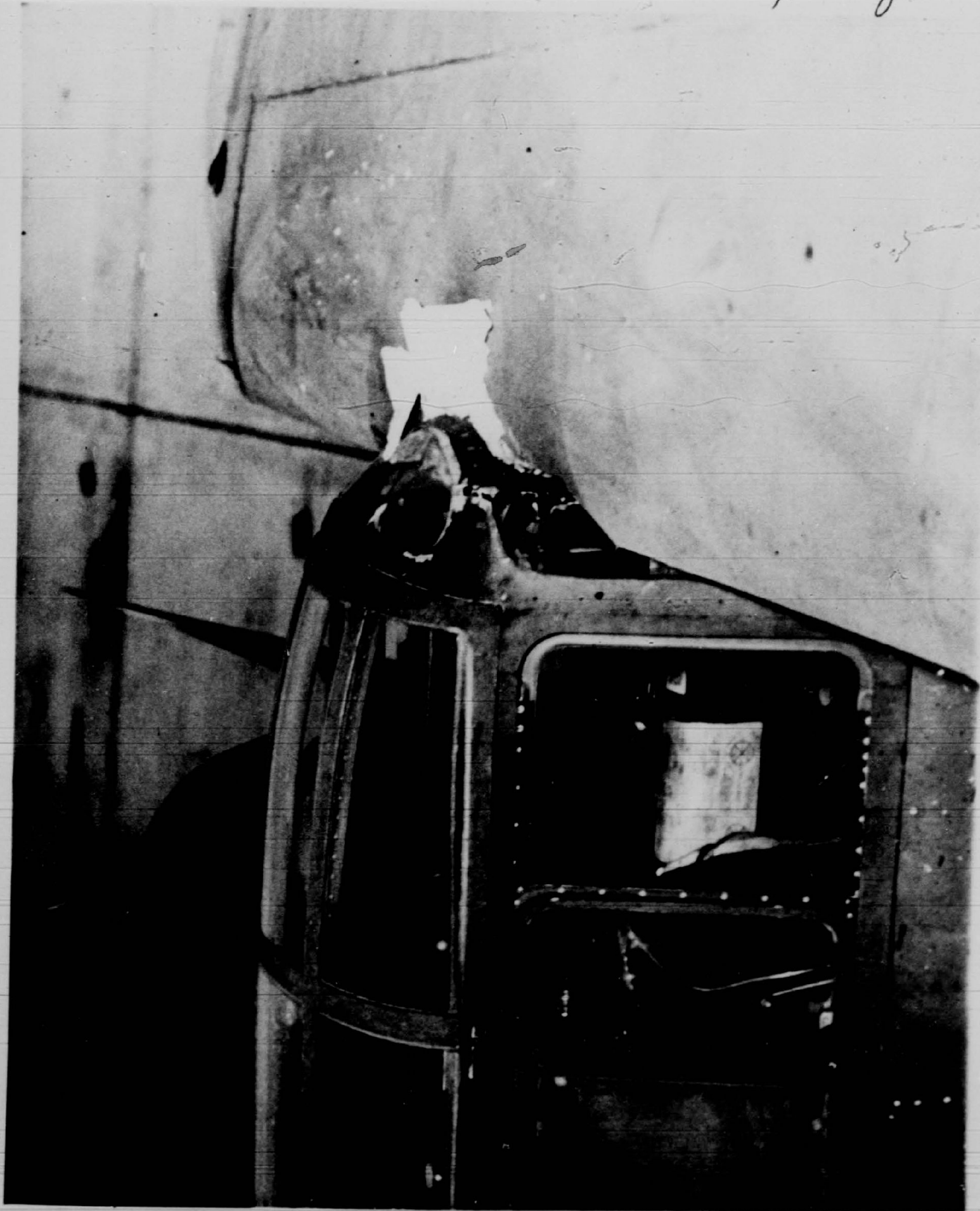
Leo G. Robbins

LEO G. ROBBINS,
Tech. Sgt.,
ASN 6872552.

Incl 3

103026

Line 4

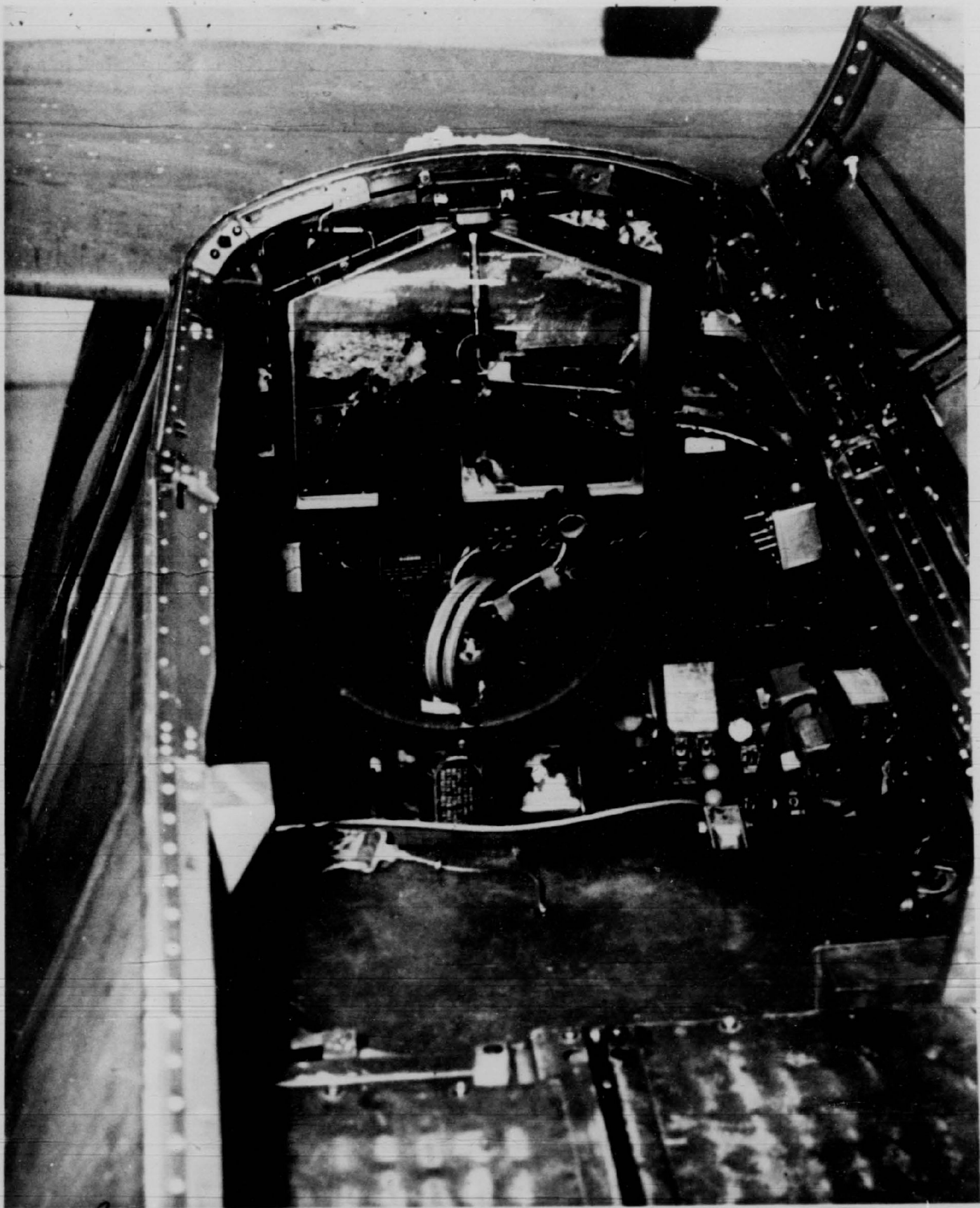


Roll 5





Incl 6



Incl 7

HEADQUARTERS
TECHNICAL SCHOOL AND BASIC TRAINING CENTER NO. 2
ARMY AIR FORCES TECHNICAL TRAINING COMMAND
Keesler Field, Mississippi

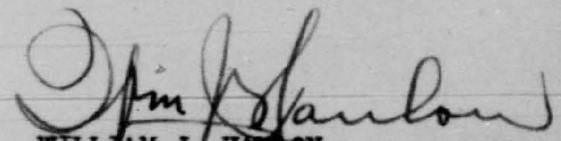
35-1

2 December 1943

SUBJECT: Letter of Transmittal.

TO : Headquarters, Office of Flying Safety, Army Air Forces,
Winston-Salem, North Carolina.

1. Transmitted herewith in accordance with Army Air Forces Regulation 62-14B, Part Eight, Section V, paragraph 1a, Army Air Force Form #14 involving airplane A-20G-20, AC serial #286624, and Army Air Force Form #14 involving airplane A-20G-20, AC serial #286582, and related papers of collision on 26 November 1943.


WILLIAM J. HANTON,
Colonel, Air Corps,
Commanding.

7 Incls:

- Incl 1 - WD AAF Form #14 re A-20G-20, AC serial #286624.
- Incl 2 - WD AAF Form #14 re A-20G-20, AC serial #286582.
- Incl 3 - Statement of Crewman charged with accident.
- Incl 4 - Close-up of wing panel and nose section.
- Incl 5 - Close-up of two damaged airplanes.
- Incls 6 & 7 - Interior views of two cockpits.

Accident No. 114-11-174-34

Date

Wright
Checked by Monty 12-7-43

Analyzed by JEP 12-9-43

Copied for Wright
Field by _____

Notes _____

1225:9-43

Accident No. :

44-11-26-34

Pilot's Name

Robbins, Leo G.

Nature Group

11 Miscellaneous

Specific Nature

73 Aircraft engine running
- crewman in plane

Underlying Nature

67 misc - collision with other aircraft

100 %

Cause Group

09 maintenance

Specific Cause

47 mechanic

Underlying Cause

60 Carcasses

~~Cause Group~~

~~35 Airport~~

~~Specific Cause~~

~~72 inherent condition~~

~~Underlying Cause~~

~~91 remote unlighted portion of airport~~

2nd Plane

zero cause

Rule