

Accident No. 44-421-508

Date

Checked by RM

5-15-44

Analyzed by _____

Copied for Wright

Field by _____

Notes _____

1225:9-43

WAR DEPARTMENT
AAF STATION 170
U. S. ARMY AIR FORCES

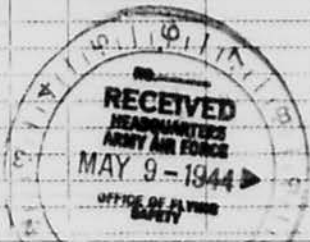
108
44-4-31-508

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station No. 170 (2) Date 21 April 1944 (3) Time 2220
AIRCRAFT: (4) Type and model A-20G-25 (5) A. F. No. 43-9203 (6) Station AAF Station 170
Organization: (7) IX BC-NINTH AF (8) 416th Bomb(L) 671 Bomb (L)
(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	Cowgill, George W.	Pilot	0736127	1st Lt.	01	AC	NINTH AF	None	None
G	Rust, Egon W.	Gunner	38365727	S/Sgt	2120	AC	NINTH AF	None	None



(20) Cowgill George W (21) 0736127 (22) 1st Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) IX BC-NINTH AF (26) 416 Bomb(L) (27) 671 Bomb (L) (28) AAF Station 170
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) (30) (31) (32)
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1/4/43 Present rating (35) Pilot (36) 1/4/43 Instrument rating (37) 5/3/43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type <u>A-20</u>	275:15	(42) Instrument time last 6 months	15:00
(39) This model <u>A-20G</u>	38:30	(43) Instrument time last 30 days	1:45
(40) Last 90 days	41:15	(44) Night time last 6 months	7:30
(41) Total	722:25	(45) Night time last 30 days	1:30

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft 0 4	Both props, both engines, nose wheel assembly, and fuselage.
(47) Engine(s) 0 4	
(48) Propeller(s) 0 1	

(50) Weather at the time of accident 4 miles visibility, 10/10 clouds at 2,000 feet.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAF Station 170 To AAF Station 170 (54) Kind of clearance "J" Form Clearance
For night transition. 2373 2373
(55) Pilot's mission Night Transition 71

(56) Nature of accident Landing Accident

(57) Cause of accident Pilot landed approximately 100 yards short of the end of the landing runway.

(58) Has AAF Form #54 been submitted? NO.

DESCRIPTION OF ACCIDENT

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

NARRATIVE: Upon investigating the accident it was found that the nose wheel was completely missing and considerable brush was around the main landing gear struts. The cockpit was normal, however, the flaps were only $\frac{1}{2}$ down. After searching at the down wind end of the landing runway it was found that the pilot had landed in a field approximately 100 yards short of the runway. The aircraft rolled along on the two main wheels for approximately 20 yards and on all three wheels for another 30 yards at which point it went through a hedge on the side of a ditch. The ditch and shrubbery jerked the nose wheel and strut out of the aircraft and at the same time the aircraft ballooned. The nose wheel and strut were found approximately 30 yards from the runway and to the right of it. The aircraft next touched down on the runway.

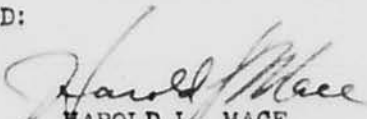
RESPONSIBILITY: After observing and investigating the accident, it can only be accounted for by the fact that the pilot became confused and landed short of the runway. Another indication of confusion is his failure to lower the rest of his flaps at the normal time. The pilot was questioned and he did not use the Guide Indicator on the last one-half of the final approach.

RECOMMENDATIONS: None.

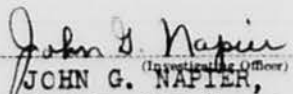
Incls: 7

- Inclosure #1-Statement of Pilot
- Inclosure #2-Statement of Gunner
- Inclosure #3-Statement of Flying Control Officer
- Inclosure #4-Statement of Night Flying Supervisor
- Inclosure #5-Statement of Crew Chief
- Inclosure #6-Statement of Engineering Officer
- Inclosure #7-Extract of Operations Order

APPROVED:


HAROLD L. MACE,
Colonel, Air Corps,
Commanding.

Signature


JOHN G. NAPIER,
Major, Air Corps,
Accident Officer.

Date 24 April 1944

A. P. O. # 140, U.S. Army.
22 April 1944.

S-T-A-T-E-M-E-N-T

At approximately 220, 21 April 1944 while flying Ship # 203 I requested permission to enter the traffic pattern of Station # 170 for a landing.

After permission was granted I entered the outer ring at an altitude (indicated) of 1,300 feet.

On downwind leg I dropped 15 to 20° of flaps and checked gear by horn and visual means. Checked booster pumps, fuel etc.

I called tower again on base leg and entered landing funnel at an altitude of 1,200 feet, I.A.S. 170 M.P.H.

On final approach rate of descent was 500 feet per minute with I.A.S. of 130. Rate of descent indication was amber or white after roll out.

The approach path was in line with the flare path and looked normal in all respects.

When I thought ship was nearly at end of runway I cut throttles and started to break glide. Landing lights were used.

Upon touching, the ship bounced or seemed to ballon so I added throttle and touched again, smoothly.

When I felt the ship going over I cut crash switch, shut off fuel and kept on runway by using brakes.

I was accompanied by S/Sgt. Egon W. Rust. There was no injury to personnel.

George W. Cowgill
GEORGE W. COWGILL,
1st Lt., Air Corps.

A.P.O. # 140, U.S. Army.
22 April 1944.

S-T-A-T-E-M-E-N-T

On April 21, 1944 at about 2230 we were coming in for a landing in Ship # 203. Everything seemed to be going alright.

We hit the ground and seemed to bounce off and came down on the runway again. Everything seemed to be going fine.

I was lying on the floor at this time. It was a good landing and did not notice anything had gone wrong till I saw sparks fly under the plane. The plane stopped after a few seconds.

Egon W. Rust
EGON W. RUST, 38365727
S/Sgt., 671st Bomb Sq.(L)

23 April 1944

S T A T E M E N T

1. Following is the report of the crash of A/C # 43-9203, on 21 April 1944 piloted by Lieut. GEORGE W. COWGILL, O-736127, A.C.:

a. On the night of 21 April 1944, at 2213, A/C # 43-9203, piloted by Lieut. George W. Cowgill, using R/T call sign MAILSTACK "A" Able called for landing instruction on Channel "A". He was told to land on runway 29 and gave the tower a call on his base leg. At 2216 Lieut. Cowgill called on Channel A and said that he was on his base leg. The call was acknowledged by tower.

b. Upon turning onto his final approach, Lieut. Cowgill turned on his night landing lights. Nothing unusual was noted about his approach from the tower.

c. The first indication that the plane was in trouble was a shower of sparks from the runway and at the same time a telephone call from the Airfield Controllers Van that A/C did not appear to have a nose wheel. Crash procedure, as laid down by directive, was immediately carried out. The radio jeep was dispatched to keep the tower advised. The time that crash was noted was 2220.

d. At 2224 the radio jeep notified tower that no one was injured and that it was believed by the 4th Service Team that the plane could be moved within an hour. In addition to 4th Service Team equipment a squadron cleat track was also present at the scene.

e. At the first indication of the crash the other two A/C from this field who were engaged in night flying were told to continue circling until further instructions were passed to them. These instructions were acknowledged by both pilots.

f. At 2232 Flying Control, IX Bomber Command was notified of crash and that runway 29 was unserviceable until further notice.

g. While crashed A/C was being cleared of runway, approach and runway was checked for any obstruction and Military Police patrol were instructed to keep unauthorized personnel off runways.

h. At 2330 runway was pronounced clear of all obstructions; landed two A/C in circuit and notified Flying Control, IX Bomber Command that crash was clear and that runway 29 was serviceable.

1. All night flying lights were properly illuminated and completely serviceable before and after crash.

2. The following report was submitted by Sgt. J.W. Wilkinson, Airfield Controller on watch, Quote: "At approximately 2210 ship, A/C # 203, called for landing instructions. I watched him on his approach and he seemed to be alright. The pilot turned on his landing lights and illuminated the runway. All that I could see was his landing lights and he appeared to be alright but a trifle low. I watched the ship all the way in and it didn't appear that he had touched down until he hit the edge of the perimeter track. Just as he touched down, I noticed that the plane had no nose wheel. I immediately notified the tower of this fact. I had no time to fire flares or give a red light. The ship touched down at 2220. Just as he was opposite the caravan, he nosed down."

Louis P. Kilgore, Jr.
LOUIS P. KILGORE, Jr.,
1st Lieut., Air Corps,
S. F. C. O.

Inclosure #4

23 April 1944.

S T A T E M E N T

1. On 21 April 1944 Lt. George W. Cowgill, in ACSN 43-9203, contacted the tower for permission to land. His radio procedure and pattern were normal. On the final approach he turned on his landing lights. The final approach appeared to be normal, however, shortly after landing, sparks were observed from the runway at which time it was evident that something was wrong. The Airfield Controller called the tower and said that the nose wheel did not seem to be down when the aircraft passed him. The only indication of an abnormal landing was the fact that the landing lights traveled through an arc of approximately 15 degrees at the time the aircraft touched down. At the time it appeared to be only a rough landing.

2. After being relieved in the tower I went out to the scene of the crash.

John G. Napier
JOHN G. NAPIER,
Major, Air Corps,
Night Flying Supervisor.

671ST BOMBARDMENT SQUADRON (L)
Office of the Engineering Officer
STATION # 170

22 April 1944.

SUBJECT: S T A T E M E N T.

TO : ALL CONCERNED.

I hereby certify that Airplane A-20G-25 A.C.#. 43-9203 was in first class mechanical condition April 21, 1944. Airplane was on one red diagonal, No Crash Axes in Airplane. Preflight and Daily inspection were pulled.

William D. Oravec

WILLIAM D. ORAVEC,
T/Sgt. Air Corps,
Crew Chief.

671ST BOMBARDMENT SQUADRON (L)
Office of the Engineering Officer
STATION # 170

22 April 1944.

SUBJECT: S T A T E M E N T.

TO : ALL CONCERNED.

I hereby certify that the accident occurred to Airplane A-20G-25,
A.C.#. 43-9203, April 21, 1944, at station # 170, was of no fault or
neglect of anyone concerned in this department.

Alvin H. Thiele, Jr.
ALVIN, H. THIELE, JR.,
1st., Lt., Air Corps,
Engineering Officer.

Incl: #6

671ST BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

STATION # 170, U.S. Army.

DATE 21 April 1944

OPERATIONS ORDER)

NUMBER 55)

Pursuant to authority contained in AR 95-15, dated 21 April 1930, the following flights, with personnel as indicated, will be conducted this date:

E X T R A C T

PILOT COWGILL, G.W., 1st Lt. AIRPLANE A-20G 43-9203 MISSION T-T (Nite)
CREW RUST, E.W., S/Sgt. (G) TAKE OFF 2100 LAND 2230
ROUTE Local BOMB LOAD NONE AMMUNITION Military Load
ALTITUDE 1500

* * * * *

THIS IS CERTIFIED A TRUE EXTRACT COPY:

Stuart M. Hixon
STUART M. HIXON,
1st Lt., Air Corps,
Ass't. Opns. Officer.

Incl: #7

R E S T R I C T E D

E-WF-1

HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

APO 140, U. S. Army,
24 April 1944.

SUBJECT: Transmittal of AAF Form 14.

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

1. Transmitted herewith is AAF Form 14 with inclosures, in (quadruplicate) on aircraft accident of 1st Lt. George W. Cowgill in airplane ACSN 43-9203, on 21 April 1944.

For the Commanding Officer:

/s/ George Schenkein,
/t/ GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

Incl: 1
Incl. #1 - AAF Form 14 (quadruplicate)

360.33 1st Ind. E-J-4
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 27 April 1944.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

Approved.

For the Commanding General:

/s/ Richard C. Sanders,
/t/ RICHARD C. SANDERS,
Colonel, Air Corps,
Chief of Staff.

1 Incl:
Form 14 and attachments (trip)

- 1 -

R E S T R I C T E D

R E S T R I C T E D

360.33

2nd Ind.

E-I-12

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 2 May 1944.

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

Report of the Aircraft Accident Officer approved.

For the Commanding General,

1 Incl;

n/c (2 cys ea w/d.)

C. F. PIPEARI
Lt. Col., Air Corps.
Asst. Adj. General.

RESTRICTED

E-WF-1

**HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER**

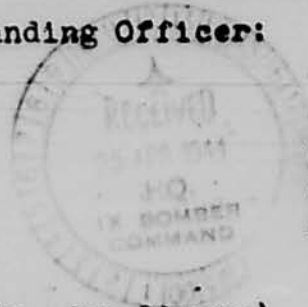
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For the Commanding Officer:



George Schenkein
GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

Incl: 1

Incl. #1- AAF Form 14 (quadruplicate)

360.33

1st Ind.

HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 27 April 1944.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

Approved.

For the Commanding General:



Richard G. Sanders
RICHARD G. SANDERS,
Colonel, Air Corps,
Chief of Staff.

1 Incl:

Form 14 and attachments (trip)

RESTRICTED

R E S T R I C T E D

360.33

2nd Ind.

E-I-12

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 2 May 1944.

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

Report of the Aircraft Accident Officer approved.

For the Commanding General;

Spang Koch
U. S. AIR FORCE
Lt. Col., Air Corps.
Asst. Adj. General.
c. apr. 44

166

^
1 Incl; n/c (2 cys ea w/d.)

R E S T R I C T E D