

RESTRICTED

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

ACCIDENT NO. 45-8-13-376
087

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 170 (2) Date 13 August 1944 (3) Time 1649 4
 AIRCRAFT: (4) Type and model A-20G-25 (5) A. F. No. 43-9209 (6) Station AAF Station 170
 Organization: (7) IX BC-Ninth AF (8) 416 Bomb (L) (9) 670 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)
01 P	Turner, Elizabeth O.	Pilot	T-2526	F/O	25 92	AC	Ninth AF	None	None



(20) Turner, Elizabeth O. (21) 43-9209 (22) F/O (23) 18 (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) 670 Bomb (L) (28) AAF Station 170
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) - (30) - (31) - (32) - 2393
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 1/1/44 Present rating (35) Pilot (36) 1/1/44 Instrument rating (37) 1/20/44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-20 139:10 (42) Instrument time last 6 months -
 (39) This model A-20G 39:15 (43) Instrument time last 30 days -
 (40) Last 90 days 34:5 (44) Night time last 6 months -
 (41) Total 178:25 (45) Night time last 30 days -

AIRCRAFT DAMAGE

NE AMW 9-7

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>0</u>	Fuselage
(47) Engine(s) <u>0 4 4</u>	Right Engine
(48) Propeller(s) <u>0 4 4</u>	Right Propeller

(50) Weather at the time of accident Ceiling 5,000 feet. Visibility over 10 miles.

ET

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from AAF Station 170 (53) To AAF Station 170 (54) Kind of clearance Local O

(55) Pilot's mission Local Transition 71 2393

(56) Nature of accident Landing Accident 07

(57) Cause of accident Right main landing gear collapsed when aircraft ran off end of runway.

(58) Has the Form 34 been submitted? No.

01
02
63 82

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On the afternoon of 13 August 1944, ship No. 43-9209, piloted by F/O Elizabeth O. Turner, ran off the end of runway 33 at which time the right wheel retracted into the wheel well.

RESPONSIBILITY:

From the statements obtained it is apparent that the pilot landed "hot", well down the runway (1/2) and finding no brake pressure applied the air brake approximately 150 yards from the end. When the ship left the end of the runway all three wheels were in contact with the ground. There is a slight drop from the perimeter track to the ground (four inches). This jolt broke the main landing gear brace drag assembly causing the wheel to retract about thirty feet off the end of the runway.

RECOMMENDATIONS:

None

INCLOSURES: 4

- Inclosure #1 - Statement of pilot.
- Inclosure #2 - Statement of Flying Control Officer.
- Inclosure #3 - Statement of Engineering Officer.
- Inclosure #4 - Statement of Crew Chief.

APPROVED:

Theodore R. Aylesworth
THEODORE R. AYLESWORTH,
Lt. Colonel, Air Corps,
Commanding.

Signature

Robert A. Clark
(Investigating Officer)

ROBERT A. CLARK,
Major, Air Corps,
Investigating Officer.

Date 17 August 1944

Hq SOS USAPP/6-43/15M/10404

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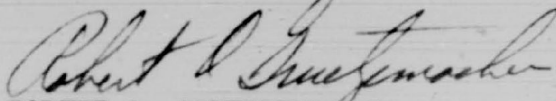
13 August 1944

STATEMENT

Hydraulic pressure was normal before landing, it was noted to build up after lowering landing gear and gear lights were on. After landing and reaching about two thirds of runway I touched the brakes and found that I had no pedal brakes. I tried brakes several times, but they failed to give any results. I immediately checked air brakes and applied air brakes at or about 200 yds from end of runway. Just before end of runway was reached the ship started down on right side and crashed down just off end of runway, smashing out right landing gear and engine nacell.

/s/ Elizabeth O. Turner
ELIZABETH O. TURNER,
Flight officer, A.C.

(THIS IS A TRUE COPY)



ROBERT O. GRUETZMACHER,
1st Lt., Air Corps,
Asst. Operations officer.

Incl. # 11

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S T A T E M E N T

RESTRICTED
FLYING CONTROL OFFICE
AAF Station #170
APO #140 U S Army

E-K-8

17 August 1944.

On 13 August 1944, at approximately 1649, Flight Officer E. O. TURNER, flying A-20, #209 "K" landed on runway 33. His point of contact with runway was about the middle. It was noticed that he was landing fast. He applied his brakes about two-thirds of the way down R/W and failing to stop, he again applied brakes about three-fourths of the way down R/W. Not stopping at one-half distance from intersection of 11/33 and perimeter track on R/W 33, he applied air bottle. He then stopped short after overshooting the R/W crossing perimeter track onto ground. The airplane then listed over to right as right wheel collapsed--resting on right engine nacelle preventing right wing from touching ground.

Crash procedure was immediately inaugurated.

Runway 29 was immediately put in use.

E. Martin Cantor

E. MARTIN CANTOR,
2nd Lt., Air Corps,
F. C. O.

Incl. #1, 2

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14 August 1944

STATEMENT

Aircraft A-20G-25DO, A.A.F. No. 43-9209 whose right main landing gear collapsed at the end of the run-way after the application of the emergency air brake, was in the opinion of this officer in excellent mechanical condition.

subject aircraft had a total time of 310 hours of which 204 hours were operational hours.

Subject aircraft was flown three hours and fifty minutes the morning of the accident and pilot reported aircraft as being satisfactory.

/s/ Robert J. Kehres,
ROBERT J. KEHRES,
Captain, Air Corps,
Engineering Officer.

(THIS IS A TRUE COPY)

Robert O. Gruetzemacher
ROBERT O. GRUETZEMACHER,
1st Lt., Air Corps,
Asst. Operations Officer.

Incl. # 3

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14 August 1944

S T A T E M E N T

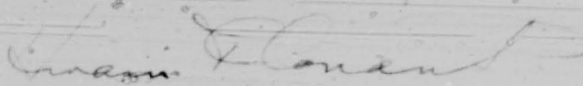
Airplane No. 43-9209 was, to the best of my knowledge, in the best possible mechanical condition. Both preflight and daily inspections had been pulled before the ship was released for flight. Minor discrepancies were noted on form 1A.

All battle damage had been repaired in accordance with Ninth Bomber Command Memorandum 65-51.

Ship had flown the early morning mission of three (3) hours and fifty (50) minutes and came back without mechanical trouble. Guns had been removed after said mission for inspection.

/s/ Sidney Spillet,
SIDNEY SPILLET,
T/Sgt., Air Corps,
Crew Chief.

(THIS IS A TRUE COPY)


HIRAM F. CONANT,
Captain, Air Corps,
Operations Officer.

and 4

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

AFPO 140, U.S. Army,
18 August 1944.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, IX Bomber Command, AFPO 140, U.S. Army.

Transmitted herewith is the AAF Form 14 with inclosures (in quadruplicate) on aircraft accident of A-20G-28 Airplane, serial no. 43-9209 piloted by F/O Elizabeth C. Turner.

For the Commanding Officer:



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

INCLOSURES:

Incl 1 - AAF Form 14 with inclosures.

260.33

1st Ind.

F-J-4

HEADQUARTERS IX BOMBER COMMAND, AFPO 140, U. S. ARMY, 25 August 1944.

TO: Commanding General, Ninth Air Force (Rear), AFPO 606, U. S. Army.

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 22 March 1944.

For the Commanding General:

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

1 Incl: n/c

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R E S T R I C T E D

Ltr. Hq, 416 Bomb. Gp (L), subj: Transmittal of AAF Form 14, dtd 18 Aug 44

360.33

2nd Ind

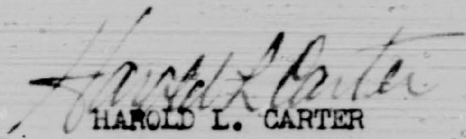
E-I

HEADQUARTERS, NINTH AIR FORCE, (REAR), APO 696, U S ARMY, 29 AUGUST 1944

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

Report of aircraft accident officer approved.

For the Commanding General:



HAROLD L. CARTER
Lt. Colonel, A.G.D.
Asst Adj. General

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1 Incl: n/c (2 cy w/d)

R E S T R I C T E D

Accident No. _____

Date _____

Checked by _____

Analyzed by _____

Omi

Copied for Wright

Field by _____

Notes _____

1225:9-43