

RESTRICTED

STATEMENT OF WALTER H. HILBRUNER, CAPT. AC, FLYING CONTROL OFFICER ON DUTY AUGUST 24, 1944, WHEN AIRCRAFT MISHAP OCCURRED AT STA. 164:

ON THE AFTERNOON OF AUGUST 24, 1944, WE WERE EXPECTING A FLIGHT OF NINE A-26S, LED BY LT. COL. HARRIS, FROM NUTTS CORNER. SINCE THE WEATHER HAD BEEN NOT TOO GOOD, DUE TO INTERMITTENT SHOWERS, WE TELEPHONED NUTTS CORNER AT 1630, ON ORDERS OF COL. JOE W. KELLY, COMMANDING OFFICER, IN AN EFFORT TO HEAD OFF THE FLIGHT. WE WERE TOLD BY NUTTS CORNER THAT THE FLIGHT HAD LEFT AT 1547 AND WAS DUE AT THIS STATION ABOUT 1730.

THE WEATHER BEGAN TO CLEAR, BUT WE CALLED BOMBER COMMAND FLYING CONTROL AT 1700 TO OBTAIN A DIVERSION STATION IN CASE IT BECAME NECESSARY TO DIVERT. WE WERE TOLD THERE WAS RAIN SHOWERS GENERALLY IN THIS VICINITY, BUT WERE GIVEN BASSINGBOURN AS THE DIVERSION STATION. CAPTAIN ANDERSON, MET OFFICER, WAS PRESENT IN THE WATCH TOWER AND HAD BEEN CONSULTED ABOUT THE WEATHER. HE SAID HE BELIEVED IT WOULD CLEAR SUFFICIENTLY TO LAND THE AIRCRAFT, WHICH IT DID. THE WIND HAD BEEN LIGHT AND VARIABLE THE ENTIRE DAY, AND AFTER A CONSULTATION WITH THE MET OFFICER IT WAS DEEMED THAT RUNWAY 15 WOULD BE THE BEST ONE TO USE.

AT 1708 COL. HARRIS CALLED ON THE R/T FOR A WEATHER REPORT AND WE TOLD HIM VISIBILITY WAS 1/2 MILES AND THE CEILING WAS 1500 FEET. AT ABOUT 1720 THE FLIGHT APPEARED OVER THE FIELD AND ENTERED A NORMAL TRAFFIC PATTERN FOR LANDING.

COL. HARRIS, IN A/C NO. 143, TOUCHED DOWN FIRST, AT 1725, FOLLOWED CLOSELY BY NOS. 196 AND 201. IN THIS INSTANT WE OBSERVED FROM THE WATCH TOWER THAT COL. HARRIS' A/C/ HAD RUN OFF THE END OF THE RUNWAY. THE SECOND AIRCRAFT LANDED SAFELY AND CAME TO A STOP AT THE END OF THE RUNWAY, CUT ITS ENGINES AND A MOMENT OR TWO LATER STARTED THEM AGAIN AND TAXIED OFF. THE THIRD AIRCRAFT RAN OFF THE RIGHT SIDE OF THE RUNWAY AND CAME TO A SAFE STOP IN THE MUD.

WHEN COL. HARRIS' TROUBLE WAS OBSERVED WE FIRED TWO RED FLARES FROM THE WATCH TOWER AND SEVERAL FROM THE CARAVAN AND PASSED A MESSAGE ON THE R/T FOR ALL AIRCRAFT TO PULL UP AND GO AROUND. DESPITE THIS NOS. 193 AND 195 LANDED, AGAINST THE RED FLARES. THE REMAINING FOUR AIRCRAFT CONTINUED TO CIRCLE. NO. 193 ALSO RAN OFF THE RIGHT SIDE OF THE RUNWAY, STRUCK NO. 201 AND CONTINUED ON TO HIT COL. HARRIS' AIRCRAFT. NO. 195 LANDED SAFELY.

IT IS THE CONSIDERED OPINION OF THIS OFFICER THAT AIRCRAFT NO. 193, WHICH CAUSED THE DAMAGE, HAD RECEIVED AMPLE WARNING OF THE DANGER IN TIME TO HAVE PULLED UP AND GONE AROUND. FLARES WERE FIRED BOTH FROM THE WATCH TOWER AND FROM THE CARAVAN.

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Walter H. Hilbruner

WALTER H. HILBRUNER
CAPT. AC.

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Incl #2

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ACCIDENT No. *43-8-24-540*

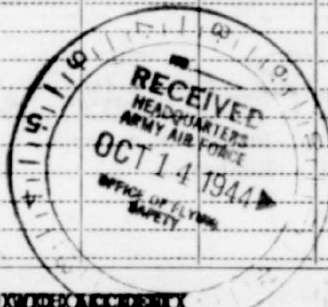
WAR DEPARTMENT
AAF Sta 164
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Sta 164 (2) Date 8-24-44 (3) Time 17:30
 AIRCRAFT: (4) Type and model A-26 B 020 (5) A. F. No. 139143 (6) Station Sta 164
 Organization: (7) IX BC Ninth AF (8) 99 CBW (9) _____
 (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	HARRIS, FRANK W	P	0-348673	Lt Col	01	AC	Ninth AF	None /	None
01	ANTON, WILLIAM P.	N	0-796939	1st Lt.	01	AC	Ninth AF	None /	None



(20) Harris Franklin W (21) 0-348673 (22) Lt Col (23) 01 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) IX BC, Ninth AF (26) 99 CBW (27) _____ (28) AAF Sta 164
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) IX BC, Ninth AF (30) 99 CBW (31) _____ (32) AAF Sta 164
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 7-3-42 Present rating (35) P (36) 7-3-42 Instrument rating (37) 11-29-42
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type 14:45 (42) Instrument time last 6 months _____
 (39) This model 14:45 (43) Instrument time last 30 days _____
 (40) Last 90 days 35:05 (44) Night time last 6 months _____
 (41) Total 726:05 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	<u>Right and Left Wing.</u>
(47) Engine(s) <u>1</u>	
(48) Propeller(s) <u>1</u>	

(50) Weather at the time of accident 6/10 clouds 1500' - 10/10 above 1500'. Visibility 2500 yards in light rain. Wind 1 - 5 MPH variable.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Nutts-Corner, N.I. (53) To AAF Sta 164 (54) Kind of clearance Contact
 (55) Pilot's mission Ferrying

(56) Nature of accident Landing accident.

(57) Cause of accident Hot runways causing lack of braking.

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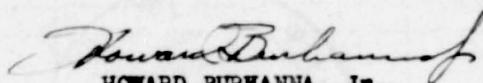
DESCRIPTION OF ACCIDENT

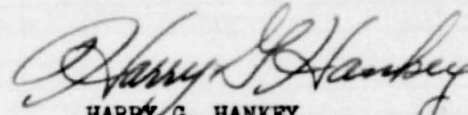
(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

This aircraft was the first of a formation of nine to land. The Pilot made a normal approach and landed approximately 1/5 of the way down the run way at normal landing speed. Due to the slippery condition of the runway he was unable to stop at the end and proceeded straight ahead for 25 yards in mud.

The responsibility of this accident does not rest with this Pilot as his aircraft was stopped with no damages. Deep mud prevented the pilot from taxiing from this position. The engines and all switches were off and the pilot was out of the cockpit when it was struck by aircraft No 139193, causing the damage.

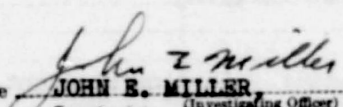
The recommendation of this board is that flying control caution all aircraft coming in when the runways are wet and slippery. All pilots should be indoctrinated with the idea of coming slow and landing right on the end of the runway, using brakes with caution.


HOWARD BURHANNA, Jr.,
Major, Air Corps,
Member.


HARRY G. HANKEY,
Lt. Col., Air Corps,
President.

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Signature


JOHN E. MILLER
(Investigating Officer)
Captain, Air Corps,
Investigating Officer.

Date 1 September 1944.

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HEADQUARTERS
99TH COMBAT BOMBARDMENT WING (M)

APO 140
25 August 1944

SUBJECT: Aircraft Accident.

TO : Commanding Officer, 386th Bombardment Group (M), APO 140, U S Army.

(Attention: Technical Inspector)

1. The following is a narrative report concerning the accident of A-26 type aircraft 41-39143.

a. The flight was authorized from Nutts Corner, North Ireland to Great Dunmow for the purpose of leading a formation of nine (9) aircraft to Great Dunmow; eight (8) of the aircraft in the formation having recently arrived in the U.K. The formation was airborne from North Ireland at approximately 1550 hours with no anticipated weather difficulties. Enroute, while about thirty minutes from Great Dunmow, rain and low clouds were encountered, requiring the formation to go to 300 - 400 feet to remain in the clear. The home base was contacted by VHF on two occasions for information as to weather conditions at the base. The reports indicated that no great difficulty would be encountered.

b. At Great Dunmow it was found that the ceiling raised about 1000 feet and visibility was about two miles in light rain with low scud clouds to the south and east of the base. Instructions from the tower, ground indicator for landing direction and flares fired from the caravan indicated the runway in use was 15. Two close circuits of the field were made to permit the formation to obtain landing distance and to allow the pilots to view the landing runway. Weather conditions were such that a normal approach was easily made.

c. For the approach three quarter flaps were used and in breaking the approach full flaps were used. It was noticed that an unusual amount of float was encountered and the touch-down was made at roughly one fifth of the way down the runway. The brakes were eased on immediately but could get very little traction; brakes were "pumped" with some effect and used alternately with same effect. The mixture control was cut to "idle cut-off" in an effort to reduce speed by drag of the windmilling propellers. These measures on the wet, wood-chipped runway were not effective enough and as a result, the aircraft proceeded off the end of the runway with no damage for 25 or 30 yards in mud.

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d. The second aircraft to land encountered the same difficulties and left the runway to the right side just before reaching the end. The third aircraft was able to stop at the very end of the runway, having slid to a stop with dead engines. The fourth aircraft could not get sufficient traction and slid off the runway to the right to avoid a head on collision with the third aircraft across the runway at the end. In going off to the right, the fourth aircraft damaged the second and continued on to damage the first and go 25 - 30 yards beyond the first.

e. It was apparent that the landing direction was down-wind in an estimated wind velocity of 5 MPH. A check of the wind sock showed that landing should have been on the reciprocal heading of that in use. The remaining five aircraft were instructed to reverse the landing direction and came in without further incident.

2. In summary, the causes of the accidents are thought to be:

- a. The landing direction was down-wind.
- b. The wood-chips-on-tar runways being wet provided little traction for braking.
- c. The A-26 type aircraft cannot be held "nose-up" once the main gear has touched down. Unlike the B-26 aircraft which can be slowed down by holding the nose high, the A-26 must rely upon brakes or windmilling propellers.

Franklin W. Harris

FRANKLIN W. HARRIS
Lt. Col., Air Corps.

RESTRICTED

Incl #1

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Accident No. *3 planes*
45-8-24-540

WAR DEPARTMENT
 U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place *01-060* AAF Sta 164 (2) Date 8-24-44 (3) Time 17:30
 AIRCRAFT: (4) Type and model A-26B (5) A. F. No. 4139201 (6) Station AAF Sta 164
 Organization: (7) IX BC Ninth AF (8) 386th (9) 553rd Bomb Sq
 (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)
<i>64</i>	Robb, Mark L.	P	0-745182	2nd Lt	01	AC	Ninth AF	None	None
	Presson, Millard A.	G	34507829	Sgt	38	AC	Ninth AF	None	None



(20) Robb, Mark L. (21) 0-745182 (22) 2nd Lt (23) 01 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) IX BC Ninth AF (26) 386th (27) 553rd Bomb (28) AAF Sta 164
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) IX BC Ninth AF (30) 386th (31) 553rd Bomb (32) AAF Sta 164
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 5-20-43 Present rating (35) Pilot (36) 5-20-43 Instrument rating (37) _____
 (Rating) (Date) (Rating) (Date)

FLIGHT HOURS:
 (at the time of this accident)
 (38) This type 105:00 (42) Instrument time last 6 months _____
 (39) This model 105:00 (43) Instrument time last 30 days _____
 (40) Last 90 days 150:00 (44) Night time last 6 months _____
 (41) Total 1050:00 (45) Night time last 30 days _____

AIRCRAFT DAMAGE *MF*

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	Tail Assembly, Top Turret, Right Wing
(47) Engine(s) <u>1</u>	
(48) Propeller(s) <u>M 1 H</u>	Right

(50) Weather at the time of accident 6/10 clouds 1500' - 10/10 above 1500'. Visibility 2500 yards in light rain. Wind 1 - 5 MPH variable.
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Nutts-Corner, N.I. (53) To AAF Sta 164 (54) Kind of clearance Contact.
 (55) Pilot's mission Ferrying.
 (56) Nature of accident Landing accident.
 (57) Cause of accident Wet runways causing lack of braking.

DESCRIPTION OF ACCIDENT

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

This aircraft was second of a formation of nine to land. The pilot landed about 1500' from the down wind end of the runway. After he tried his brakes and could get very little traction the pilot realized he would be unable to stop on the runway. To avoid hitting aircraft No 139143 which was stopped 25 yards past the end the pilot pulled off the runway to the right and slid to a stop in the mud, each wheel sinking in about 8 inches. When the aircraft stopped it was about 75 yards from the end and 5 yards to the right of the runway.

The responsibility of this accident does not rest with this Pilot as his aircraft was stopped with no damages. Deep mud prevented the pilot from taxiing from this position. The engines and all switches were off and the pilot was still in the cockpit when it was struck by aircraft No 139193, causing the damage.

The recommendation of this board is that flying control caution all aircraft coming in when the runways are wet and slippery. All pilots should be indoctrinated with the idea of coming slow and landing right on the end of the runway, using brakes with caution.

Howard Burhanna, Jr.

HOWARD BURHANNA, Jr.,
Major, Air Corps,
Member.

Harry G. Hankey

HARRY G. HANKEY,
Lt. Col., Air Corps,
President.

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Signature

John E. Miller

JOHN E. MILLER,
Captain, Air Corps,
Investigating Officer.

Date 1 September 1944.

S T A T E M E N T

On August 24, 1944, at approximately 1540 hours, nine airplanes, led by Lieutenant Colonel Harris, took off from Nutts Corner, enroute to Great Dunmow. We were given a contact clearance. Most of the way the weather was fine until about fifteen minutes from Great Dunmow. We were forced to lower our altitude considerably but finally came out over Great Dunmow at about 1710 hours. Previously, Col. Harris advised us over interphone that he had contacted the field and was advised the field was okay to land.

Upon breaking out over the field, Col. Harris instructed the nine aircraft to fall in trail to land. I was flying number two in the nine plane formation. While following Col. Harris, it was necessary for me to keep him to my left in order to see him as it was raining and vision through the front plexiglass was very poor. I followed at a distance of about one-half mile and turned on the approach. On the approach it was still raining and the only way I could plainly see the runway was to keep it to my left.

My approach was a bit fast for an A-26 (145 M.P.H.) I used 3/4 flaps and levelled out over the end of the runway. I floated a good 1500 feet before my wheels touched. A few seconds after touching I tried my brakes and skidded slightly to the left. Thereafter I tried to slow down by touching one brake at a time; in other words, as I slid slightly to the left, I touched my right brake slightly and when I started sliding to the right, I touched my left brake lightly.

When I had slid about 2/3 the way down the runway, I saw that Col. Harris, who landed in front of me, had been unable to stop and had slid off the end of the runway. I realized that I would be unable to stop by the time I had reached the end of the runway as I was still skidding and only about 1500 feet from the end of the runway. I decided to slide off the right side of the runway in order to avoid hitting Col. Harris' airplane, so I applied the right brake and headed for the mud. I hit the mud about 800 feet from the end, slid straight ahead for about 200 feet and just before I stopped the plane turned slightly sideways toward the left. Immediately, I cut all switches. I feel certain the aircraft was undamaged.

Before I could unloosen the safety belt, I looked up and saw Airplane No. 193 slide off the runway and come directly towards me. I felt sure he would hit me and ducked my head below the plexiglass and braced myself. After the impact I immediately unloosened my safety belt, took off my 'chute and Mae West and scrambled out of the aircraft.

Aircraft No. 193 hit my vertical stabilizer, upper turret, right

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Statement of 2nd Lt. MARK L. ROBB, cont'd.

wing tip and right prop with his left wing.

I feel certain that we landed downwind as I floated abnormally far down the runway in a landing attitude. Also, the runways were exceptionally slippery due to the rain, tar and wood chips on the surface of the runway.

Mark L. Robb

MARK L. ROBB,
2nd Lt., Air Corps.

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ACCIDENT No. 3 planes 146

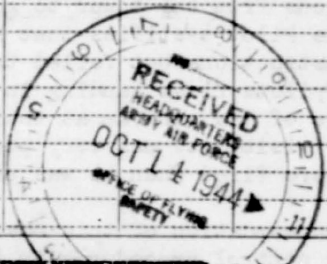
WAR DEPARTMENT
AAF Station 164
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT 45-8-24-540

(1) Place AAF Station 164 (2) Date 8-24-44 (3) Time 17:30
 AIRCRAFT: (4) Type and model A-26B (5) A. F. No. 4159193 (6) Station AAF Station 164
 Organization: (7) IX BC Ninth AF (8) 386th Bomb (9) 553rd Bomb Sq
 (Command and Air Force) (Group) (Squadron)

PERSONNEL BM

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)
	<u>Ferris, Collins H.</u>	<u>P</u>	<u>0-411820</u>	<u>Maj</u>	<u>01</u>	<u>AC</u>	<u>NinthAF</u>	<u>None</u>	<u>None</u>
	<u>Honna, Robert C.</u>	<u>N</u>	<u>0-732466</u>	<u>1st Lt</u>	<u>01</u>	<u>AC</u>	<u>NinthAF</u>	<u>None</u>	<u>None</u>
	<u>Reo, Dominic J.</u>	<u>G</u>	<u>13007285</u>	<u>S/Sgt.</u>	<u>37</u>	<u>AC</u>	<u>NinthAF</u>	<u>None</u>	<u>None</u>



(20) Ferris Collins H. (21) 0-411820 (22) Major (23) 01 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) IX BC Ninth AF (26) 386th Bomb (27) 553rd Bomb Sq (28) AAF Sta 164
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) IX BC Ninth AF (30) 386th Bomb (31) 553rd Bomb Sq (32) AAF Sta 164
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 4-25-41 Present rating (35) Pilot (36) 4-25-41 Instrument rating (37) _____
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 69:35 (42) Instrument time last 6 months _____
 (39) This model 21:35 (43) Instrument time last 30 days _____
 (40) Last 90 days 69:35 (44) Night time last 6 months _____
 (41) Total 1246:20 (45) Night time last 30 days _____

AIRCRAFT DAMAGE NF Ann 10-18

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W-5</u>	<u>Nose section, left wing, fuselage</u>
(47) Engine(s) <u>07</u>	<u>Left</u>
(48) Propeller(s) <u>07</u>	<u>Left</u>

(50) Weather at the time of accident 6/10 clouds 1500' - 10/10 above 1500'. Visibility 2500 yards in light rain. Wind 1 - 5 MPH variable.

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Wutts-Corner, N.I. (53) To AAF Sta 164 (54) Kind of clearance Contact

(55) Pilot's mission Ferrying.

(56) Nature of accident Landing accident.

(57) Cause of accident Wet runways causing lack of braking.

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DESCRIPTION OF ACCIDENT

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

Major Ferris was number 4 of a formation of nine aircraft to land. Due to poor visibility thru the windshield because of light rain the pilot could not make a normal approach. He landed at a higher speed than normal with the intention of stopping by braking. After applying brakes with very little effect the pilot noticed the aircraft stopped on the runway. Number 1 was 25 yards passed the end. Number 2 was off the right side and about 75 yards from the end and number 3 was stopped on the end of the runway. Knowing he would be unable to stop and that it would be disastrous to continue straight ahead the pilot decided to pull off the right. At the point the pilot left the runway the ground was fairly solid being grass covered, but before he could change his course enough he ran into very soft clay mud and had no control. As a result he struck the number 2 aircraft with his left wing. This swerved the aircraft to the left just enough for it to continue on and hit the number 1 aircraft.

The responsibility of this accident rests with the pilot in as much as he failed to hear the instructions from the tower to go around or to see the red flares fired from the Caravan. The Pilot testifies that his radio was on and that he heard the tower give landing instructions but failed to hear the instructions to discontinue landing. It was the pilots first landing in the United Kingdom and he had not been briefed on the purpose of the caravan at the approach end of the runway. Due to this and the fact that the visibility was very poor thru the windshield he failed to see the red flares that were fired when he was on the final approach.

It is the recommendation of this board that incoming pilots be briefed thoroughly on flying control procedures in the United Kingdom. Also flying control should caution all aircraft coming in when the runways are wet and slippery. All pilots should be indoctrinated with the idea of coming in slow and landing right on the end of the runway, using brakes with caution.

Howard Burhanna, Jr.
HOWARD BURHANNA, Jr.,
Major, Air Corps,
Member.

Harry G. Hankey
HARRY G. HANKEY,
Lt. Col., Air Corps,
President.

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Signature

John E. Miller
JOHN E. MILLER,
Captain, Air Corps,
Investigating Officer.

Date 1 September 1944.

NO 505 5-43/10W/9093

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S T A T E M E N T

The following are the events leading up to the A-26 accident of 24 August 1944 at Great Dunmow Airfields:

A formation of nine A-26 aircraft arrived over this field led by Lieutenant Colonel Harris. Because of the rain and poor visibility, the pre-planned landing procedure was not used. Instead, we broke into trail position upon direction of the leader and prepared for landing behind each other on Runway #15. I was in number four position to land.

A normal landing pattern was made and interval was taken by the three planes in front of me for landing.

I had good visibility out the side windows so that when on the downwind leg I could observe the planes on the landing leg and on the base leg.

Upon entering the final approach it was necessary to observe through the windshield. Because of the drizzle and rain the forward visibility was very poor and going into the final turn, I could not see the runway at all.

I flew the final approach by observing out the side until I could see the outline of the field and runway. With flaps 38 degrees down and at a speed of 125 M.P.H., I encountered a good deal of prop wash. I could not observe the runway but saw trees close beneath me. Believing I was making my approach too low, and because of the low speed and prop wash, I opened the throttle to counter-act these forces. I was not regaining any altitude but at 145 M.P. H., I milked my flaps up, expecting to drop them again when the runway came in view out the windshield.

Suddenly the runway came into view and I was approximately 1000 feet off the edge at approximately a normal approach speed of 135. Knowing my flaps were almost all up and that it would stall at a faster rate of speed, I put it on the ground as soon as possible figuring that although I would hit at a higher speed, I would be able to slow it with brakes.

Upon landing, I immediately began braking the aircraft. When I found that braking had no effect on slowing the plane, I looked ahead of me to see what appeared to be an accident at the end of the runway.

There were airplanes stopped and turned in the middle of the runway off the end and on the right side.

Attempting to brake the plane had no effect in slowing it and as I drew nearer the end of the runway, I could see that if I continued on the runway I would directly collide with a plane which was stopped in the middle of the runway. I immediately decided to try to get my plane to skid to the right and try and clear the plane which was stopped off the right of the runway. I applied the right brake and released the left brake. The plane went into the slick, clay-like mud and instead of slowing seemed to pick up speed over it's surface.

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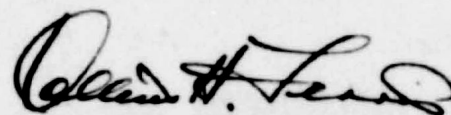
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Statement of Major COLLINS H. FERRIS, cont'd.

We hit a glancing blow on the plane off the runway to the right as I could not completely clear it. Our left wing hit the stopped plane's tail. We continued straight ahead with noticeable reduction of speed to hit another plane which was off the end of the runway. Our plane spun and came to a stop about 30 yards after hitting the second plane.

No injuries were incurred by the crew of my aircraft.

The members of our formation were not informed of the slippery condition of this type runway when wet; of the downward slope of the runway, nor of the slight tail wind that we were to incur.



COLLINS H. FERRIS,
Major, Air Corps.

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HEADQUARTERS
386TH BOMBARDMENT GROUP (M) AAF
APO #140, U. S. ARMY

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2 September 1944.

SUBJECT: Letter of Transmittal.

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

In accordance with IX Bomber Command Memorandum Number 62-2, dated 18 April 1944, transmitted herewith are three WD, A.A.F. Forms No. 14, Reports of Aircraft Accidents. 360.33



5 Incls:

- Incl #1 - Ltr, Hq 99th CBW, subj: "Aircraft Accident.", dtd 25 Aug 44. (in quad)
- Incl #2 - Statement of Capt. Hilbruner. (in quad)
- Incl #3 - WD, AAF Form 14, A26B 139193. (in quad)
- Incl #4 - WD, AAF Form 14, A26B 139143. (in quad)
- Incl #5 - WD, AAF Form 14, A26B 139201. (in quad)

THOMAS G. CORBIN,
Lt. Col., Air Corps,
Commanding

360.33

1st Ind.


E-J-4

HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 24 September 1944.

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

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

For the Commanding General:


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

5 Incls: n/c (1 cy ea w/d)

RESTRICTED

- 1 -
- 1 -

RESTRICTED

360.33

2nd Ind.

E-CSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 2 October 1944.

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

Reports and recommendations of the Aircraft Accident committee approved.

For the Commanding General:

Harry E. Koch
HARRY E. KOCH,
Major, Air Corps,
Asst Adj General.

528

7 Incls:

- Incls 1 thru 5 (2 cys ea w/d)
- Incl 6- Added. Statement Lt. Robb.
- Incl 7- Added. Statement Major Ferris.

188

-6-

Accident No. 45-8-24-50

Date

Checked by

JM

10-18-44

Analyzed by

OMW

Copied for Wright

Field by

No-copy-

Notes

AH. Capt. Bache - 3 Nov 44

1225:9-43

✓

Date 10-25

Received from Accident Information Section, AAF Form 14

Pilot Ferris, Collins A.

Accident No. 45-8-24-540

This record will be in Room # _____, if needed.

Received by Photo M.U. for Capt. Bache

Released by _____ Y.P.