

Accident No. 75-8-27-522

Date

Checked by BM

7-21-77

Analyzed by \_\_\_\_\_

Copied for Wright

Field by \_\_\_\_\_

Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1225:9-43

**RESTRICTED**

ACCIDENT No. 45-8-24-523

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

(1) Place AAF Station 170 (2) Date 24 August 1944 (3) Time 1100  
AIRCRAFT: (4) Type and model UC-64A (5) A. F. No. 43-86408 (6) Station AAF Station 170  
Organization: (7) IX BC-Ninth AF (8) 416 Bomb(L) (9) 688 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	Hall, Luther E.	Pilot	0-808064	1st Lt	18	AC	Ninth AF	None	None
CP	Paede, Loring G.	Pilot	0-747884	1st Lt	18	AC	Ninth AF	None	None



**PERSONS CHARGED WITH ACCIDENT**  
(20) Hall Luther E. (21) 0-808064 (22) 1st Lt. (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) 688 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) 6/19/43 Present rating (35) Pilot (36) 6/19/43 Instrument rating (37) 12/10/43  
(Rating) (Date) (Rating) (Date) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type UC-64 (39) 0:45 (42) Instrument time last 6 months -  
(40) This model UC-64A (41) 0:45 (43) Instrument time last 30 days -  
(44) Last 90 days 107:10 (45) Night time last 6 months -  
(46) Total 808:00 (47) Night time last 30 days -

**AIRCRAFT DAMAGE**

DAMAGE	(48) LIST OF DAMAGED PARTS
(46) Aircraft <u>Minor</u> <u>3</u>	<u>Left wing and wing strut</u>
(47) Engine(s) <u>1</u>	
(48) Propeller(s) <u>1</u>	

(50) Weather at the time of accident 3 miles visibility 7/10 clouds at 8,000

(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

(55) Pilot's mission Local Transition

(56) Nature of accident Landing Accident

(57) Cause of accident Airplane ground looped after landing.

(58) Has the Form 54 been submitted? No.

**RESTRICTED**

**RESTRICTED**

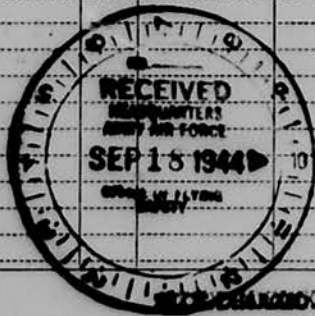
ACCIDENT No. 45-8-24-522

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

(1) Place AAF Station 170 (2) Date 24 August 1944 (3) Time 1100  
 AIRCRAFT: (4) Type and model UC-64A (5) A-F No. 45-35408 (6) Station AAF Station 170  
 Organization: (7) IX BC-Ninth AF (8) 416 Bomb(L) (9) 688 Bomb(L)  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL BLL Z393

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULTS TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	Hill, Luther E.	Pilot	0-808064	1st Lt	18	AC	Ninth AF	None	None
CP	Paede, Loring G.	Pilot	0-747884	1st Lt	18	AC	Ninth AF	None	None



(20) Hill Luther E. (21) 0-808064 (22) 1st Lt. (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) 688 Bomb(L) (28) AAF Station 170  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) (30) (31) (32) (33) Z393  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (34) Pilot (35) 6/19/43 Present rating (36) Pilot (37) 6/19/43 Instrument rating (38) 12/10/43 K  
 (Rating) (Date) (Rating) (Date) (Date)

**First PILOT Hours:**

(at the time of this accident)

(39) This type UC-64 0:45 (42) Instrument time last 6 months -  
 (40) This model UC-64A 0:45 (43) Instrument time last 30 days -  
 (41) Last 90 days 107:10 (44) Night time last 6 months -  
 (45) Total 606:00 (45) Night time last 30 days -

**AIRCRAFT DAMAGE** NE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>Minor</u> <u>3</u>	Left wing and wing strut
(47) Engine(s) <u>1</u>	
(48) Propeller(s) <u>1</u>	

(49) Weather at the time of accident 3 miles visibility 7/10 clouds at 6,000  
EH

(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

(55) Pilot's mission Local Transition

(56) Nature of accident Landing Accident

(57) Cause of accident Airplane ground looped after landing.

(58) Has the Form 54 been submitted? No.

**RESTRICTED**

# RESTRICTED

## DESCRIPTION OF ACCIDENT

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

### NARRATIVE:

At about 1050 hours, 24 August 1944, Lt. L.E. Hill was making a transition flight in UC-64A, #43-35408. Overcorrection on landing and failure to use left brake resulted in a ground loop and damage to the airplane.

### RESPONSIBILITY:

**Pilot Error.**

### RECOMMENDATIONS:

Pilots who are not constantly familiar with conventional type landing gear should be carefully supervised on transition flights in planes equipped with this type gear.

### INCLOSURES: 5

- Inclosure #1 - Pilot's Statement.
- Inclosure #2 - Co-Pilot's Statement.
- Inclosure #3 - Engineering Officer's Statement.
- Inclosure #4 - Crew Chief's Statement.
- Inclosure #5 - Photographs.

APPROVED:

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

Signature

*Richard F. Shaffer*  
RICHARD F. SHAFER,  
1st Lt., Air Corps  
Accident Officer.

Date 27 August 1944.

Ng 505 5-43/10M/9093

# RESTRICTED

# RESTRICTED

24 August 1944

## S T A T E M E N T

At about 1000 hours, I went up in UC-64A, # 43-35408, to check out.

Lt Peede took off and I flew the plane from the Co-Pilot position for approximately 30 minutes, after which Lt Peede took over the ship and made a demonstration landing.

We then changed seats and I took off, circled the field, and brought the plane in for a landing. After the plane was on the ground and had rolled for app. 5 sec., it veered to the left. I corrected this with right rudder and consequently it ground-looped, making a 180° turn, and the plane came to a stop about 15 yards off the runway.

Upon coming to a stop the left wing dug into the ground and was damaged considerably. The left tire blew out and there was possible damage to the left landing gear. The left horizontal stabilizer also hit the ground but with no visible damage.

This accident could have been prevented had I used left brake in addition to full left rudder.

*Luther E. Hill*  
LUTHER E. HILL,  
1st Lt., Air Corps.

RESTRICTED

Incl. 1.

**RESTRICTED**

24 August 1944

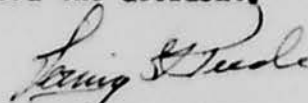
S T A T E M E N T

At about 1000 hours, I went up in the UC-64A, #43-35408, to check out Lt L. E. Hill. I took off and had Lt Hill fly from the co-pilot position for approximately thirty (30) minutes, after which I took over the controls and made a demonstration landing.

We changed seats and Lt Hill took off, from the pilots position, made a circle of the field and came in for a landing. A normal landing was made and after the ship had rolled for about five (5) seconds, it veered to the left. Lt Hill corrected this with right rudder, but evidently too much as it immediately ground looped to the right making a 180° turn before coming to a stop about fifteen (15) yards off the runway.

The left wing was damaged considerably. The left tire was blown out and the left landing gear was damaged. The left horizontal stabilizer also hit the ground but with no visible damage.

Full left rudder was not enough to check the ground loop, though a little left brake in addition would have prevented the accident.



LORING G. PEEDA,  
1st Lt., Air Corps.

**RESTRICTED**

*Incl. 2.*

**RESTRICTED**

24 August 1944

**S T A T E M E N T**

I have made thorough investigation and determined that all possible precautions had been taken to fit this airplane, UC-64A, AAF No. 43-35408, for safe flight prior to take-off and no mechanical defects existed other than those shown on the AAF Form 1A.

*Joe Sherman*  
JOE SHERMAN,  
1st Lt., Air Corps,  
Ass't Engineering Officer.

**RESTRICTED**

*Incl. 3*

**RESTRICTED**

24 August 1944

**S T A T E M E N T**

I hereby certify that all necessary inspections and maintenance had been performed and all defects were properly shown on AAF Form 41 B and AAF Form 1 A prior to the last flight of airplane UC-64A, AAF No. 43-35408.

Cpl. Paul E. Bowling  
Crew Chief.

*Paul E. Bowling*

**RESTRICTED**

*Inc 1/4*

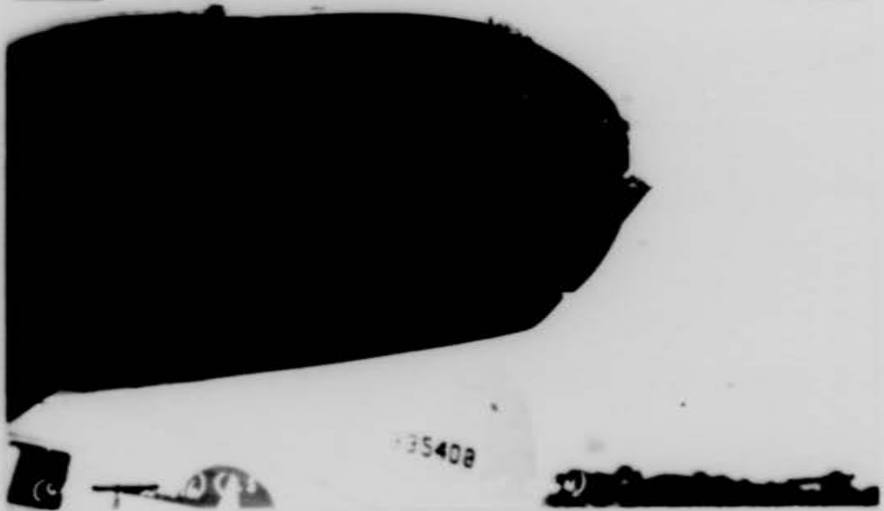
RESTRICTED



(GAD-21-3-112) (28 AUG-60) (CRASH OF 9-60)

RESTRICTED

Shack 15



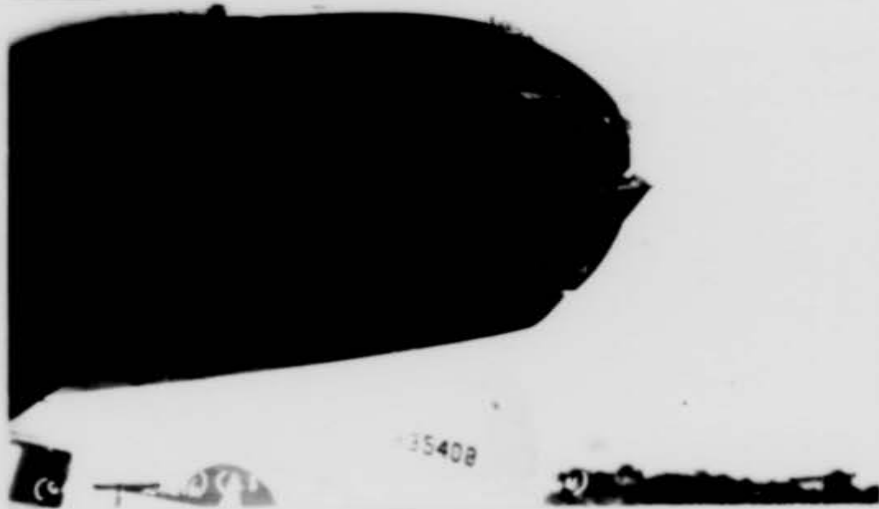
Shell's

RESTRICTED



(GAR-11-3-112 (28-11-40) (GRAND IS. 1-40)

RESTRICTED



35408

Shell's

RESTRICTED



RESTRICTED



Bohler

RESTRICTED



(GAR-21-3-110) (28-11-40) (GRAND 15 9 50)

RESTRICTED



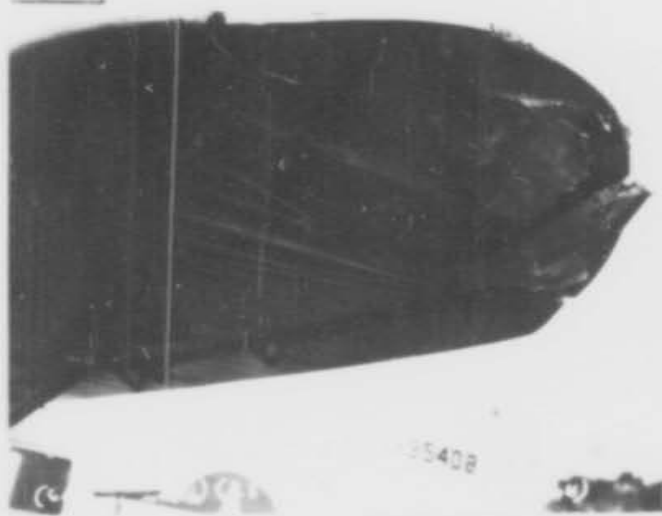
35408

Halls

RESTRICTED



RESTRICTED



Ball...

RESTRICTED

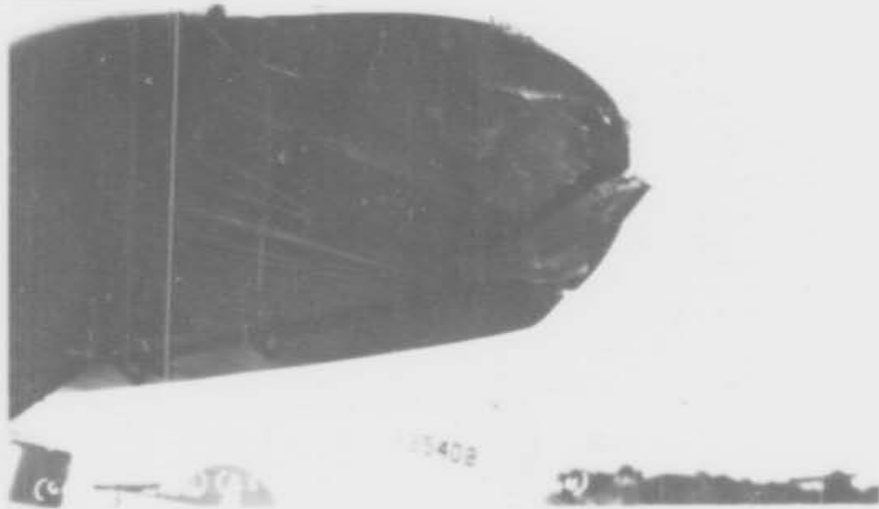


(GAR-21-5-112) (28-11-40) (GRAND 11 5 40)

RESTRICTED



(5-5)



135408