



DESCRIPTION OF ACCIDENT

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

NARRATIVE:

At 1130 hours, 1 November 1944, A-20K, aircraft number 44-350, pilot Brig. General Backus, approached airstrip A-230 and attempted to contact the control tower on 6440 K.C.. However, he was unable to contact the tower. As he approached the field for a landing, he was unable to see a red light signal because of poor visibility. On landing, due to poor forward visibility and a slight downwind, the wheels touched too far down the runway. Because of the wet and slippery condition of the runway, he was unable to bring the aircraft to a stop. Consequently, the aircraft proceeded off the end of the runway, striking C-47, 41-18367, which was stuck in the mud 100-150 yards off the end of the runway. Both aircraft were severely damaged.

RESPONSIBILITY:

50 percent pilot error. The pilot used poor judgment when, after he was unable to obtain radio contact, he did not thoroughly investigate the field conditions, wind conditions, and possibilities for ground signals before landing. Secondly, he used poor judgment in not going around when he saw that he could not land in the first part of the runway.

25 percent weather. Poor visibility in light rain made observation of ground signals and field conditions exceedingly difficult.

25 percent field conditions. The steel planking runway was so slick with rain and mud that the brakes had no effect once the landing had been made.

RECOMMENDATIONS:

When definite landing instructions cannot be obtained, pilots should use every available means of determining landing conditions before a landing is attempted.

CC:

ENCLOSURES: 2

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Navigator.
- Incl. #3 - Statement of Passenger.

APPROVED:

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

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*William J. King*  
 Signature  
 WILLIAM J. KING, Major, A.C.

*Ernest T. Honey*  
 ERNEST T. HONEY, Major, A.C.

*Robert A. Clark*  
 ROBERT A. CLARK, Major, A.C.

*Richard F. Shaffer*  
 RICHARD F. SHAFFER, Captain, A.C.

Date 19 December 1944

WAR DEPARTMENT  
STATION A-55

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

2 Plane  
43-11-7-527

1. 22-45  
02-001 Y300-0

(1) Place AAF 497, APO 635, U.S. Army (2) Date 1 November 1944 (3) Time 1130  
 AIRCRAFT: (4) Type and model C-47 F-2 (5) A. F. No. 41-18367 (6) Station Ciampino, Italy  
 (7) Organization; 12th AF (8) 64th T.C. (9) 35th T.G.  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

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)
Not applicable								

PERSONNEL CHARGED WITH ACCIDENT

(20) Edvard Edvard N  
 (Last name) (First name) (Middle initial) (21) 0-309125 (22) Brig. Gen. (23) 01 (24) USA  
 (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 9th ED-Ninth AF (26) 97th OEW (L) (27) - (28) A-55 Y300  
 (Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) 9th ED-Ninth AF (30) 416 Bomb (L) (31) - (32) A-55 Y300  
 (Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 24 Feb. 39 Present rating (35) Pilot (36) 19 Apr. 39 Instrument rating (37) 23 Feb. 44  
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type \_\_\_\_\_ (42) Instrument time last 6 months 100  
 (39) This model \_\_\_\_\_ (43) Instrument time last 30 days 100  
 (40) Last 90 days 44:15 (44) Night time last 6 months -  
 (41) Total 5,782:30 (45) Night time last 30 days -

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>04</u>	Complete tail and rear of fuselage demolished.
(47) Engine(s) <u>1</u>	None
(48) Propeller(s) <u>1</u>	None

(50) Weather at the time of accident Ceiling 1000 feet, light rain, visibility one-half to one mile. Wind ENE 5-10 mph

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

(52) Cleared from A-55 (53) To A-230 (54) Kind of clearance Contact 5

(55) Pilot's mission Navigation and Pilot Proficiency. H

(56) Nature of accident Landing Accident.

(57) Cause of accident Pilot error - Error in judgment plus bad weather and field conditions.

(58) Has the Form 5A been submitted? No.

DESCRIPTION OF ACCIDENT

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

**NARRATIVE:**

On 1130 hours, 1 December 1944, A-20K, aircraft number 44-350, pilot Brig. General Saclus, approached airstrip A-23C and attempted to contact the control tower on 6440 K.U.. However, he was unable to contact the tower. As he approached the field for a landing, he was unable to see a red light signal because of poor visibility. On landing, due to poor forward visibility and a slight downwind, the wheels touched too far down the runway. Because of the wet and slippery condition of the runway, he was unable to bring the aircraft to a stop. Consequently, the aircraft proceeded off the end of the runway, striking G-47, 41-18367, which was stuck in the mud 100-150 yards off the end of the runway. Both aircraft were severely damaged.

**RESPONSIBILITY:**

50 percent pilot error. The pilot used poor judgment when, after he was unable to obtain radio contact, he did not thoroughly investigate the field conditions, wind conditions, and possibilities for ground signals before landing. Secondly, he used poor judgment in not going around when he saw that he could not land in the first part of the runway.

25 percent weather. Poor visibility in light rain made observation of ground signals and field conditions exceedingly difficult.

25 percent field conditions. The steel planking runway was so slick with rain and mud that the brakes had no effect once the landing had been made.

**RECOMMENDATIONS:**

When definite landing instructions cannot be obtained, pilots should use every available means of determining landing conditions before a landing is attempted.

- OO: INCLOSURES: 2
- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Navigator.
- Incl. #3 - Statement of Passenger.

**APPROVED:**

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

Signatures:  
*William J. Mend*  
 WILLIAM J. MEND, Lt. Col., A.C.  
*Kenneth T. Hone*  
 KENNETH T. HONEY, Major, A.C.  
*Robert A. Clark*  
 ROBERT A. CLARK, Major, A.C.  
*Richard F. Shaffer*  
 RICHARD F. SHAFFER, Capt., A.C.

Date 19 December 1944

S T A T E M E N T

APO 140, U S Army,  
12 November 1944.

On 1 November 1944, I took off from Army Air Force Station A-55, France, in A-20K-10 aircraft number 44-350 at 1025 hours. My capacity was pilot and the purpose of the flight was a routine navigation training flight. The weather enroute varied from ground fog with ceiling zero and tops eight hundred (800) feet with clear sky and unlimited visibility above, to ten tenths (10/10) overcast with one thousand (1000) foot ceiling and visibility from one (1) to four (4) miles. Upon arrival over Querqueville, moderate rain was encountered with a one thousand (1000) foot ceiling and visibility reduced to one-half (1/2) to one (1) mile. I attempted to contact the control tower on 6440 K.C. but was unable to do so, and any light which might have been flashed by the control tower was not seen. On landing, due to poor forward visibility and a slight down wind, the wheels touched too far down the runway, which was constructed of pierced steel planking and was so slick with rain and mud that the brakes had no effect. The aircraft skidded off the end of the pierced plank runway and into a Douglas C-47 aircraft, which was stuck in the mud approximately seventy-five (75) yards beyond.

The right wing of the A-20K aircraft struck the rudder and tail section of the C-47 aircraft and resulted in major structural damage to both aircraft.

No personnel injuries were sustained and no damage to private or civilian property resulted.

*Edward N. Backus*

EDWARD N. BACKUS,  
Brigadier General, USA.

*Small*

HEADQUARTERS  
97TH COMBAT BOMBARDMENT WING (L)

APO 140, U. S. Army  
11 Novmeber 1944

S T A T E M E N T

On 1 November 1944, I took off in aircraft A-20K-10, ACSN 44-350, piloted by Brigadier General E. N. BACKUS, from A-55 at 1025 hours. My capacity was Bombardier-Navigator, and the purpose of the flight was for a routine navigation and pilot proficiency check. Our route was from Base to Isigny to Querqueville. The weather enroute varied from ground fog with ceiling zero, tops 800' with visibility unlimited to 1000' ceiling with visibility from one to four miles. At Querqueville moderate rain was encountered, ceiling 1000' and visibility one half to one mile. Upon landing, due to poor forward visibility, we overshot the runway and skidded off the end into a Douglas C-47 type transport, stuck in the mud. No personnel injuries resulted.

No damage to private or civilian property resulted.

/s/ Walter J. Wilson,  
/t/ WALTER J. WILSON,  
Major, AC.

CERTIFIED A TRUE COPY

*Ben T. Stogner*  
BEN T. STOGNER,  
Major, Air Corps.

*Incl 12*

S T A T E M E N T

I was passenger in the gunner's compartment of the airplane, A-20K # 44-350, piloted by Brigadier General E.N. Backus, on 1 November 1944, between 1000 and 1200 hours.

This aircraft was brought in for a landing, 1 November 1944, on a wet landing strip A-23C, and slid off the end of the runway.

I was not injured in this accident.

/s/ WAYNE E. DOWNING,  
/t/ WAYNE E. DOWNING,  
1st Lt., Air Corps.

A TRUE COPY

*Harold A. Radetsky*  
HAROLD A. RADETSKY,  
Lt. Col., Air Corps.

*Incl 13*

RESTRICTED

HEADQUARTERS  
97TH COMBAT BOMBARDMENT WING (L)

E-T-5

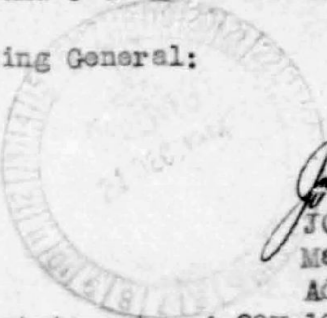
APO 140, U S Army,  
21 December 1944.

SUBJECT: Letter of Transmittal.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U S Army,

1. Transmitted herewith are AAF Forms 14 with related statements on  
A-20K-10 Aircraft ACSN 44-350 and C-47 Aircraft ACSN 41-18367. 360.33

For the Commanding General:

  
*Joe C. Healey*  
JOE C. HEALEY,  
Major, Air Corps,  
Adjutant.

4 Incls:

- Incl 1 AAF Forms 14 with statements, A-20K-10  
ACSN 44-350 (in quadruplicate)
- Incl 2 AAF Forms 14 with statements, C-47  
ACSN 41-18367 (in quadruplicate)
- Incl 3 Worksheets of Forms 14 (in duplicate) on C-47 and A-20K-10, Station A-23C.
- Incl 4 Letter from Lt JONES to Lt Col TOWLES.

360.33

1st Ind.

E-J-3

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 23 December 1944.

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force,  
dated 27 November 1944.

For the Commanding General:



*C. C. Vega, Jr.*  
C. C. VEGA, Jr.  
LT. COLONEL, A.C.  
ADJUTANT GENERAL

2 Incls:

- Incls 1 & 2 - n/c (1 cy ea w/d)
- Incls 3 & 4 - w/d

- 1 -

RESTRICTED

RESTRICTED

360.33

2nd Ind.

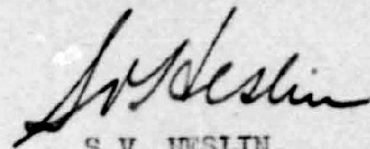
E-PJM-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 6 January 1945.

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

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:



S.V. MESLIN,  
Major, A.C.D.,  
Asst Adj. Gen.

2 Incls: n/c (2 cys ea w/d)

- 2 -

RESTRICTED

Accident No. 45-145-527

Date 1-26-45

Checked by MBA

Analyzed by 292 2-3

Copied for Wright  
Field by \_\_\_\_\_

Notes \_\_\_\_\_  
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