

RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT
STATION 2-55
U. S. ARMY AIR FORCES

45-12-4-526

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REPORT OF AIRCRAFT ACCIDENT

(1) Place Station A-55 (2) Date 4 December 1944 (3) Time 1410
 AIRCRAFT: (4) Type and model A-26B-15 B0 (5) A. F. No. 42-22220 (6) Station A-55
 Organization: (7) 9th ED Ninth AF (8) 416th Bomb (L) (9) 670th Bomb (L)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY (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	Monroe, Hugh A.	Pilot	0-749489	Captain	18	AC	Ninth AF	None	None
E/N	Kirk, Robert A.	E/N	0-761328	1st Lt.	18	AC	Ninth AF	None	None
G	Lidd, Wilmar L.	Gunner	19020343	S/Sgt.	20	AC	Ninth AF	None	None
		XX							

PILOT ENGAGED WITH ACCIDENT

(20) Monroe, Hugh A. (21) 0-749489 (22) Captain (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9th ED Ninth AF (26) 416th Bomb (L) (27) 670th Bomb (L) (28) A-55
 (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) 8/22/43 Present rating (35) Pilot (36) 8/22/43 Instrument rating (37) _____
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 12:30 (42) Instrument time last 6 months _____
 (39) This model A-26B 0:15 (43) Instrument time last 30 days _____
 (40) Last 90 days 61:55 (44) Night time last 6 months _____
 (41) Total 789:45 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft	0	2		Rt. Wing tip, nose wheel doors, rt. nacelle, lower turret
(47) Engine(s)	0	3		Rt. engine sudden stoppage
(48) Propeller(s)	0	3	0.3	Both propellers

(50) Weather at the time of accident Visibility 1-2 miles in light rain.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance Contact

(55) Pilot's mission Test flight.

(56) Nature of accident landing accident.

(57) Cause of accident Unserviceable runway caused crosswind landing on wet runway under adverse weather conditions.

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

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Captain Monroe took off at approximately 1400 for the purpose of checking the hydraulic system of aircraft A-26B-15 number 43-22320. Soon after takeoff, he was recalled because of a sudden rain shower. There was a strong wind, and the runway into the wind was unserviceable. However, weather conditions necessitated an immediate landing at this base. Consequently, Captain Monroe used only half flaps, and made his landing in the strong crosswind. He made a normal approach and a normal landing on the first third of the runway. However, the runway was wet and very slippery. When he applied brakes, they did not hold. Consequently, he skidded off the end of the runway. The right wheel sank into the mud, and then hit solid gravel of a filled in hole. The right main gear drag strut brace broke, and the gear collapsed. Meanwhile, the airplane swung to the right, and the nose wheel hit a hole while sliding sideways. Consequently, the nose wheel fork broke off at the shock strut piston.

The right wing tip was damaged, and both propellers were damaged. The right nacelle and the nose wheel doors were also damaged. Only the right engine had sudden stoppage. The lower turret was damaged. The aircraft is repairable.

RESPONSIBILITY:

60 percent field conditions. The unserviceable runway made necessary a landing in a strong crosswind. The ground speed on landing was probably unusually fast for two reasons; first, only half flaps were used because of the strong crosswind; second, because of the unserviceable runway, the aircraft was not landed into the wind. In addition, the runway was wet and slippery.

20 percent weather. The strong wind across the wet runway made landing exceedingly difficult.

10 percent handling qualities. This type aircraft has a pronounced tendency to cock into the wind and to skid without slowing down on wet surfaces.

10 percent pilot error in technique. It is possible that the pilot could have slowed his aircraft slightly by cutting his mixture control, dropping full flaps, and opening cowl flaps immediately after landing.

RECOMMENDATIONS:

Pilots be cautioned that, when it is necessary to land an aircraft under the conditions herein described, they use all available means to slow the aircraft as much as possible. This should include cutting mixture controls, dropping full flaps, and opening cowl flaps immediately after landing.

INCLOSURES: 7

- Inclosure #1 - Statement of Pilot.
- Inclosure #2 - Statement of Bombardier/Navigator.
- Inclosure #3 - Statement of Gunner.
- Inclosure #4 - Statement of Engineering Officer.
- Inclosure #5 - Statement of Crew Chief.
- Inclosure #6 - Statement of Flying Control Officer.
- Inclosure #7 - Photographs

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APPROVED:

Theodore R. Ayiesworth
THEODORE R. AYIESWORTH,
Colonel, Air Corps,
Commanding

Signature

Richard F. Shafer
RICHARD F. SHAFER, Capt., Air Corps,
Investigating Officer.

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Date 18 December 1944

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO 140, US ARMY,
4 December 1944.

S T A T E M E N T

DATE OF ACCIDENT: 4 December 1944.

FLIGHT PLAN: Local

MISSION: Test Hop

T.O. 1400 Crash 1410

WEATHER CLEARANCE:

2/10 - 3/10 clouds at 1500'
10/10 clouds at 2000'
visibility ... 3000 yards
rain storm coming in

On this date, I, Captain HUGH A. MONROE, flew an A-26B-15 type aircraft No. 43-22320 for the purpose of test hop of the hydraulic system. The aircraft checked perfectly on the ground before taking off. I called the tower for a weather forecast of the field in one (1) hour. They gave me a forecast of intermittent showers at that time; consequently, I took the runway and took off. About three (3) minutes after take-off, the tower recalled me. When turning on base leg I gave a thorough check of the hydraulic pressure and the gear came down normally. I checked this specifically as I had to pump the gear down on a previous test hop.

I turned on final approach and airspeed read 140 all the way in. There was a strong 90° crosswind and it was raining. The runway was wet. I used half flaps. The landing was made normally and well within the first third of the field. I applied brakes approximately at the halfway point of the runway. To the best of my knowledge the brakes worked fine, however the tires could not get traction on the slippery runway. The tendency of the aircraft was to slide from one side to the other almost leaving the runway several times. The only instances I was able to determine the wheels getting stopping traction was when the aircraft would pass over a filled-in bomb crater. Approximately 300 feet from the end of the runway I realized the ship would not stop so I held both brakes completely down; we left the end of the runway and continued sliding in the mud for about 100 feet where the right main gear hit a filled-in shell hole and collapsed. Immediately afterwards, the nose wheel collapsed. The aircraft spun halfway around and stopped. There was no injury to personnel and the aircraft can be repaired.

Hugh A. Monroe
HUGH A. MONROE,
Captain, Air Corps.

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO 140, US Army.
4 December 1944.

S T A T E M E N T

Immediately after take-off, we received a call to return to field due to weather. Captain Monroe made a good landing but when brakes were applied, the wheels began sliding and plane skidded from side to side, slowing down some, wheels could not get traction on wet runway to stop in time. Plane went off end of runway and right main gear sunk in filled in crater, buckling the gear, causing plane to swerve around and nose gear to buckle. No injury to occupants. Plane can be repaired.

ROBERT L. KIRK,
1st Lt, Air Corps.

(THIS IS A TRUE COPY)

Robert O. Grutzemacher
ROBERT O. GRUTZEMACHER,
Captain, Air Corps,
Asst Operations Officer.

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO 140, US Army,
4 December 1944.

S T A T E M E N T

plane landed properly but the tires seemed to slide on the wet runway and the ship skidded from side to side. We lost some speed but were still traveling very fast when we came to the end of the runway. After leaving the runway the right main gear hit and sunk in a filled in bomb crater. Plane can be repaired.

WILMAR L. KIDD,
S/Sgt, Gunner.

(THIS IS A TRUE COPY)

Robert O. Grotzschacher
ROBERT O. GROETZSCHACHER,
Captain, Air Corps,
Asst Operations Officer.

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Incl. #3.

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APC # 140
4 December, 1944

STATEMENT

Airplane No. 43-22320 was, to the best of my knowledge, in safe mechanical condition. Both preflight and daily inspections had been performed before airplane was released for flight.

Minor discrepancies were listed on Form 1A.

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

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140
4 December, 1944

STATEMENT

Airplane No. 43-22320 was, to the best of my knowledge, in safe mechanical condition and all discrepancies were noted on Form 1A. Preflight and Daily Inspections were performed prior to the release of the airplane for flight and no mechanical defects were found.

Frank Pelligrino

FRANK PELLIGRINO,
Sgt., Air Corps,
Crew Chief.

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ind #5

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S T A T E M E N T

Following statement is made regarding accident of A-26, #320 "S",
Piloted by Capt. Monroe on 4 December 1944:

"S" landed at 1432. The landing appeared to be normal--plane touching down within the first hundred yards. Plane was still going about 40 miles an hour as it reached end of runway. Plane seemed to go sideways towards taxi-track at end of runway, then ran off end at left side. Right undercarriage went into bomb crater which resulted in wing tips being broke off. Crash crew and ambulance were dispatched immediately to scene of crash.

Harry E. McClellan

HARRY E. Mc CLELLAN,
1st Lieut., A. C.,
F. C. O.

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RESTRICTED

Serial # 6

Incl. #7



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E-32

**HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer**

AFPO 140, U. S. Army,
8 December 1944.

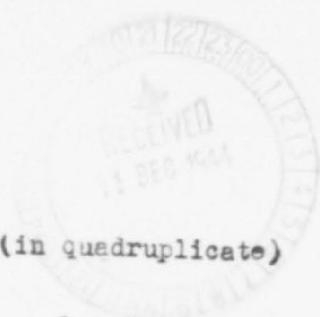
SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is the AAF Form 14 and inclosures (in quadruplicate) on accident of Captain Hugh A. Monroe in -26B-15 aircraft number 43-22320, 4 December 1944.

360.33

for the Commanding Officers:



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

incl:

AAF Form 14 and inclosures (in quadruplicate)

360.33 1st Ind. E-J-1
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), AFPO 140, U.S. ARMY, 21 December 1944.

TO: Commanding General, Ninth Air Force, AFPO 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.

Incls: 1 cy ea w/d

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2nd Ind.

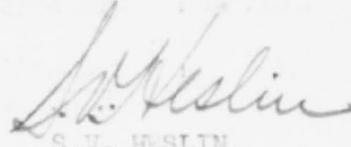
E-CSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 29 DEC 1944

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

Report and recommendation of Aircraft Accident Officer approved.

For the Commanding General:



S.V. HESLIN,
Major, A.G.D.,
Asst Adj. Gen.

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1 Incl: n/c (2 cys ea w/d)

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NAME OF PILOT

Monroe, Hugh A.

TYPE OF PLANE

A-26B

ACCIDENT NUMBER

45-12-4-226

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. 751215

Date

Checked by [Signature]

Analyzed by _____

Copied for Wright
Field by No Copy

Notes at Capt. Backe

26 March 1945