

RESTRICTED

ACCIDENT No. _____

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

40-1-13-523

REPORT OF AIRCRAFT ACCIDENT

81

2-16-45

1300
02-001

(1) Place Station A-55 (2) Date 13 January 1945 (3) Time 1250
 AIRCRAFT: (4) Type and model A-26B-20 EO (5) A. P. No. 41-39204 (6) Station A-55
 Organization: (7) 9th BD-Ninth AF (8) 416 Bomb (L) (9) 668 Bomb (L)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	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)	(19)
P	Roberts, William H.	Pilot	0-759509	2nd Lt.	18	AC	Ninth AF	None	None
G	Windisch, Raymond L.	Gunner	39562557	Sgt	38	AC	Ninth AF	None	None

PILOT CHECKS BEFORE ACCIDENT

(20) Roberts William R (21) 0-759509 (22) 2nd Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9th BD - Ninth AF (26) 416 Bomb (L) (27) 668 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) 1/19/42 Present rating (34) Pilot (36) 1/13/45 Instrument rating (37) 5/17/44
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 36:15 (42) Instrument time last 6 months 0:00
 (39) This model A-26B 36:15 (43) Instrument time last 30 days 0:00
 (40) Last 90 days 63:45 (44) Night time last 6 months 0:00
 (41) Total 604:10 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE

(49) LIST OF DAMAGED PARTS

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft 03	Underside of fuselage torn.
(47) Engine(s) 03 03	Sudden stoppage both engines.
(48) Propeller(s) 0 02	Both props bent.

(50) Weather at the time of accident 1400 yards visibility, 5-7/10 clouds at 1,000 feet.

(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 Combat

(55) Pilot's mission Combat

(56) Nature of accident Crash on take-off

(57) Cause of accident Pilot error, Error in technique.

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

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Incl. 3-9-45

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On 13 January 1945, Lt. Roberts was scheduled to take-off on an operational mission in A-26B-20, #41-39204. After making a thorough check of his engines he took the runway and started his take-off run. However, he raised the nose wheel off the ground unusually early in the take-off run. He held the nose in an abnormally high attitude and the increased drag caused by wing and fuselage surfaces prevented normal acceleration to take-off speed. Consequently, when the aircraft did leave the ground, at a point approximately two-thirds of the way down the runway, it was in a semi-stall attitude. The pilot, realizing that the aircraft was mushing, applied full power and picked up his wheels in an effort to build up airspeed. However, the aircraft settled back to the runway. The pilot immediately cut his engines and the aircraft slid to a stop on the undersurface of the fuselage.

No personnel were injured. Although the pilot reported a slight roughness of one engine, he did not believe that this affected his take-off. No witnesses noted a loss of power or roughness of either engine.

RESPONSIBILITY:

100% pilot error. Error in technique. The pilot pulled the nose up so early and held it so high that it was impossible for the aircraft to obtain adequate airspeed before it left the ground. Consequently, it became airborne in a semi-stall condition and settled back down. Because he had picked up his wheels, the pilot could not take advantage of the runway in front of him, and he crashed.

RECOMMENDATIONS:

In taking off in a tricycle gear airplane the nose wheel should be lifted just enough to barely clear the surface until flying speed is attained. The nose should then be raised enough to allow the aircraft to fly itself off. If the nose is too high on the take-off run, the drag will hinder the building up of airspeed.

INCLOSURES: 9

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Witness.
- Incl. #4 - Statement of Witness.
- Incl. #5 - Statement of Witness.
- Incl. #6 - Statement of Witness.
- Incl. #7 - Statement of Engineering Officer.
- Incl. #8 - Statement of Crew Chief.
- Incl. #9 - Photographs.

APPROVED:

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

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Signature

Richard F. Shaffer
RICHARD F. SHAFFER
Captain, Air Corps,
Investigating Officer.

Date 16 January 1945.

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13 January 1945

S T A T E M E N T

At 1130 hours I arrived at my assigned aircraft, A-26B-20, AAF No. 41-39204 to comply with the briefed times. After a check of my aircraft and after pulling the pins in my bombs I started my engines. After my engine check I taxied out on time in my proper position.

Before I cleared to the runway I ran my engines up and checked for carburetor icing using carburetor heat. After a thorough check I cleared to the runway and proceeded to take off.

After getting approximately 100 mph airspeed I started the nosewheel off. The right engine was cutting out slightly but was causing no trouble.

When I had approximately 125 mph I started to fly the aircraft off the ground. The aircraft was mashing so I used full power. My airspeed did not increase so I pulled my wheels up to help build up my airspeed. The aircraft continued to mash and settled down on the runway. I immediately cut my throttles, mixture controls and all switches. After the aircraft stopped I abandoned it, aided by my gunner who was also unhurt.

The above statement is true and correct to the best of my knowledge.

William H. Roberts
WILLIAM H. ROBERTS,
2nd Lt., Air Corps.

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13 January 1945

S T A T E M E N T

After taxiing from the squadron area to the runway, Lt Roberts ran up his engines to give them the final check before take-off. We started down the runway and before going very far the right engine began to cut out slightly. We kept on going down the runway gaining speed, the pilot retracted his wheels after we had taken off in the normal manner, then all of a sudden I felt the plane hit the ground and we began to move along zig-zagging, so I braced myself as well as possible. After we came to a halt I released my hatch and climbed out immediately and ran along the fuselage to see if Lt. Roberts was alright. When I reached the pilots compartment hatch I had to uncover the latch because it was covered with snow. When I started to unlatch the hatch Lt. Roberts salvoed it at the same time. He was obviously all right, so we took off across the field toward a waiting ambulance.

Raymond P. Windisch
Raymond P. Windisch,
Sgt. 33562557.

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15 January 1945.

S T A T E M E N T

On 13 January 1945 I was at the control tower when A-26B airplane #41-39204 started to take off. After no more than a one hundred-fifty (150) foot run from the end of the runway the pilot pulled the nose wheel off the ground and got the airplane in a very nose high attitude so that the tail had only about one (1) foot clearance off the ground. The airplane continued down the runway in this dangerous attitude for about two thousand (2000) feet. Then the pilot apparently thought he was airborne and pulled his wheels up. The airplane immediately mashed down onto the runway and skidded for about fifteen hundred (1500) feet before coming to rest.

I neither saw nor heard any evidence of an engine cutting out on the take off run.

Leland C. Nielsen

LELAND C. NIELSEN,
Captain, Air Corps,
Operations Officer,
671st Bomb Sq (L).

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Leland C. Nielsen

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67TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
Station # A-55

13 January 1945

SUBJECT : Statement of Witness.


TO : All Concerned.

The following is a statement of Capt. A.H. Thiele, Jr., witness to accident of Airplane A-26B20, A.C. Ser. No. 41-39204, which occurred on this station 13 January 1945.

S T A T E M E N T

Airplane started take-off and proceeded down the runway approximately half way when it seemed to become airborne. The nose was noticeably high throughout this take-off run and this run seemed to be sluggish and slow. The airplane appeared to be momentarily airborne and the landing gear started to retract.

As the landing gear retracted the airplane pushed down on the runway and skidded from about the middle of the runway three hundred yards forward. The left wing hit the snow shoulder of the runway and the airplane swerved around almost 180 degrees. The airplane stopped facing the direction of the take-off starting point.


ALVIN H. THIELE, JR.,
Captain Air Corps,
Engineering Officer.

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Serial #5

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13 January 1945

S T A T E M E N T

While observing the take-off procedure of the individual ships of this group on a combat mission, I witnessed the take-off and crash landing of Lt. Roberts in airplane, A-26B-20, AAF No. 41-39204. In my opinion the initial part of the take-off was quite normal. As he gained speed rolling down the runway I noticed the nose wheel to be raised off the ground a little more than normal. I continued to observe and saw the ship leave the runway in what appeared to be a flying attitude. From this point on the aircraft seemed to be mashing back to the runway. I saw the pilot retract his gear and the plane slide down the runway on its belly.

Hugh M. Evans
HUGH M. EVANS,
1st Lt., Air Corps.

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Encl. 56

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671ST BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
STATION A-55

13 January 1945

SUBJECT : Statement of Witness.

TO : All Concerned.

The following is a statement of T/Sgt. C.J. Cook, witness to accident of Airplane A-26B20, A.C. Ser. No. 41-39204, which occurred on this station 13 January 1945.

S T A T E M E N T

Airplane started take-off run and proceeded to approximately half the runway, when it appeared that the airplane was becoming air-borne. The gear came up and aircraft mushed back down to the runway. Take-off run was noticeably slow and sluggish and I also noticed the fact that the nose was held very high during take-off run. After mushing to the runway the airplane skidded approximately three hundred yards before the left wing dug into the shoulder of the runway causing it to turn a complete 180 degree turn and coming to rest facing in a direction approximately that of the start of take-off.

Charles J. Cook
CHARLES J. COOK,
T/Sgt. Air Corps,
Tech. Inspector.

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Encl. 4.7

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13 January 1945

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, A-26B-20, AAF No. 41-39204 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.

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13 January 1945

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 Forms 41B and AAF Form 1A prior to the last flight of airplane A-26B-20, AAF No. 41-39204.

Charles U. Blanchard
Charles U. Blanchard,
T/Sgt, Crew Chief.

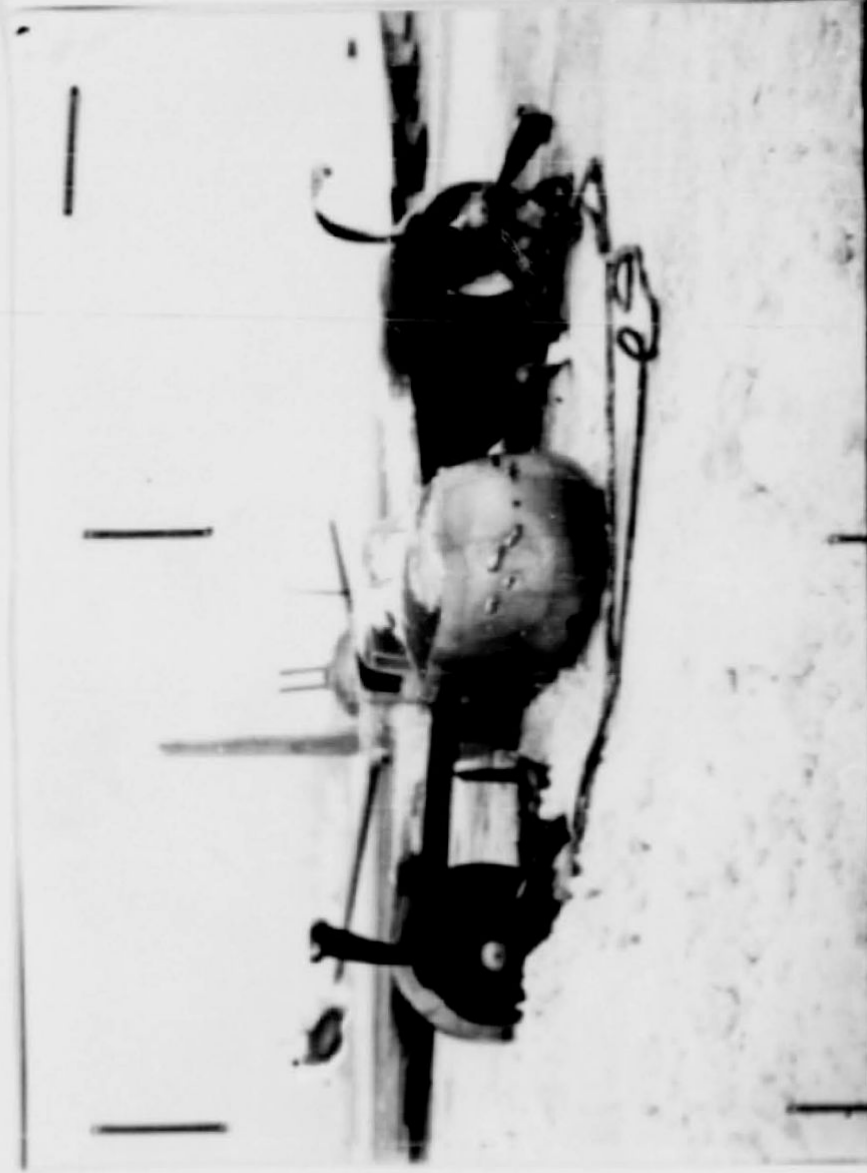
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Incl. 8.9

ED



(GAD 44 2 416) (15 Jan 45) (1 26 CRASH LANDING)



(GAD 44-1-416) (14 Jan 45)

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April 9.

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

APO 140, U.S. Army,
17 January 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 covering accident of Lt. William H. Roberts in aircraft A-26B-20, ACSN 41-39204, 13 January 1945.

For the Commanding Officer:

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

1 Incl. - AAF Form 14 (in quadruplicate) with inclosures.

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 22 January 1945.

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:

RECEIVED
JAN 24 1945
C. C. VEGA
LT. COLONEL, A.C.
ADJUTANT GENERAL

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

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2nd Ind.

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HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 31 January 1945.

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

10 Incls: (2 cys ea w/d)

RECEIVED
HEADQUARTERS NINTH AIR FORCE
31 JAN 1945

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Accident No. 45-413-523

Date

Checked by [Signature] 2/27/45

Analyzed by EEF 2/28/45

Copied for Wright
Field by _____

Notes Captain Becke Report

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3989:10-44FS

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GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND
INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR 5200-9, Sept. 27, 1958

NWD by *J. J. [unclear]* date *May 1960*

MICROFILMED BY
SECURITY AND SERVICES BRANCH

AGO MICROFILMING JOB NR D-482-10

GENERAL SERVICES ADMINISTRATION

MICROPHOTOGRAPHER'S REPORT

1. RECORDS OF (Name of agency and sub-division)	2. BRIEF TITLE OF RECORDS	
	3. FILM SERIES OR JOB NO. D482-1	4. REEL NO. 414

5. STARTS WITH
45-1-12-36

6. INTERMEDIATE POINTS	FLASH
	2
	3
	4
	5
	6
	6

7. ENDS WITH
45-1-15-19

8. STARTED	9. FINISHED	10. TOTAL HOURS	11. TOTAL IMAGES
DATE 7-6-60	DATE 7-7-60	HOURS 1 ⁰⁰	2504

12. PHOTOGRAPHED BY (Signature of camera operator)
Pauline P. Zehring

13. REPORT APPROVED BY (Signature of supervisor and date)