

RESTRICTED

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Returning from a training flight on 19 January 1945, Lt. Stankowski, flying aircraft A-26B-10, AAF No. 43-22296, called the control tower for landing instructions. Because the runway into the wind was unserviceable, the pilot was instructed to land to the south with a cross-wind. The pilot was unable to stop the aircraft on the runway. Consequently, he skidded off the end of the runway and into the soft wet mud of a filled bomb crater. The nose gear sank into the mud, and the aircraft stood up on its nose. The nose gear was torn loose, and the aircraft settled back down on its main gear after pivoting 90 degrees.

Witnesses stated that the aircraft was landed exceptionally fast. Although a cross wind would tend to make the landing speed greater than normal, the pilot was aware of this condition and should have used extreme caution. The runway, although wet and slightly slippery, was serviceable and had been used all afternoon.

RESPONSIBILITY:

- 90 % Pilot error in technique.
- 10 % Airfield conditions necessitating landing on a wet runway in a cross-wind.

RECOMMENDATIONS:

When adverse landing conditions are known to exist the pilot must exercise unusual caution in landing.

INCLOSURES: 8

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

APPROVED:

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

- 1 -

472

Signature

Richard F. Sprover
RICHARD F. SPROVER, (Officer)

Captain, Air Corps,

Investigating Officer.

Date 24 January 1945

RESTRICTED

RESTRICTED

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

APO # 140, U.S. Army,
20 January 1945.

S T A T E M E N T

I, JOHN F. STANKOWSKI, 1st Lt., Air Corps, ASN, O-1011461, was the pilot of A-26B-10 DL, aircraft number 43-22296. This aircraft skidded off the end of runway No. 20 and crashed.

While circling the field I noticed a brush fire North-West of the field, so I called Boatdeck Control to be sure of the direction of traffic because the wind seemed to be cross and slightly down wind from the right. The pattern was normal, and I turned on the final approach at 150 I.A.S. and landed with full flaps. The airspeed at contact with the runway was approximately 120 I.A.S. I landed nose light and cut the mixture to Idle cut-off to help slow the plane down. Approximately three-fourths of the way down the runway, I began applying the brakes, as I normally do in a normal landing. I didn't get any traction and the plane commenced to skid. The plane skidded off the runway at a very slow speed where the nose-wheel collapsed, bringing the aircraft to a halt.

The switches were cut as soon as I saw that we would leave the runway. No one was injured, since the jar was slight.

/S/ JOHN F. STANKOWSKI,
/T/ JOHN F. STANKOWSKI,
1st Lt., Air Corps.

A TRUE COPY:

Richard F. Shafer
RICHARD F. SHAEFER,
Captain, Air Corps,
Asst. Operations Officer.

- 2 -

472

RESTRICTED

Incl 2

RESTRICTED

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

APO # 140, US Army,
20 January 1945.

S T A T E M E N T

Upon circling the field we were cleared to land; the approach seemed normal and just as the previous landing. We hit the runway as it seemed to be North of the road intersection and continued forward. Engines were cut and brakes applied and released when we pulled to one side and reapplied. The forward motion seemed to continue due to what seemed a skidding condition. We left the runway and struck a hole causing the nose wheel to collapse, swinging the aircraft around to the position it came to rest.

Nicholas G. Puskas
NICHOLAS G. PUSKAS,
Cpl., Aerial Gunner.

- 2 -
472

RESTRICTED

Incl 3.

RESTRICTED

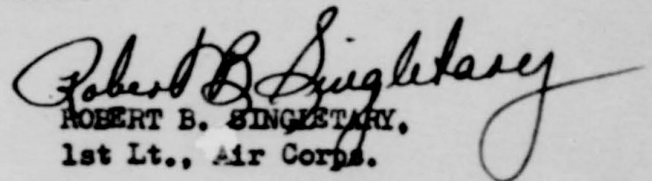
20 January 1945

S T A T E M E N T

On 19 January 1945 I was notified that aircraft No. 43-22296, an A-26B-10, which diverted to Station A-60 because of weather conditions at this field, was returning to Station A-55.

I was just outside of Squadron "C" Operations when the ship came over the field. The ceiling was low and his approach was normal under the conditions. I did not see the ship touch down because of a wooded area between myself and the runway. The ship touched down out of my sight and when I next saw it, it was half way down the runway and still going very fast. The ship seemed to slow up very little until it reached the end of the runway. It was a short distance off the runway when the nose wheel collapsed. The ship stood on its nose and dropped back down about 90 degrees from the direction of its landing run.

At the distance I stood from the ship's landing, I could not see if it were sliding or if the tires were getting traction.


ROBERT B. SINGLETARY,
1st Lt., Air Corps.

- 4 -

472

Incl. 4

RESTRICTED

RESTRICTED

STATION FLYING CONTROL

APO # 140, US ARMY,
20 JANUARY 1945.

S T A T E M E N T

I was on duty in the caravan 19 January 1945 at time the accident occurred.

Aircraft No. 43-22296 came in for a landing at approximately 1740 on Runway No. 20. He was coming in on a normal approach but came in very fast. He touched down approximately one-fifth of the way down the Runway. He didn't seem to let up on the throttles until after he passed the caravan at the top of Runway No. 20. I watched him go all the way down the runway and when he got near the end of Runway No. 02 he applied both brakes hard and the ship turned, the tail turning to the left. Ship went off the end of the Runway and went up on it's nose. I notified the tower as soon as the ship went off the end of the Runway.

Joseph Wilkinson

SGT JOSEPH WILKINSON
Flying Control

- 5 -
472

RESTRICTED

Incl. P. 5

RESTRICTED

22 JANUARY 1945

S T A T E M E N T

The condition of runway 20 at approximately 1740 hours, 19 January 1945 when 1st Lt. John F. Stankowski, Jr., in aircraft number 296 landed was as follows:

Clear of snow and ice. The moisture on the runway had not frozen at the time the above aircraft landed. The runway had a thin layer of sand covering the entire length.

Jack P. Barton
JACK P. BARTON,
Captain, Air Corps,
S. F. C. O.

- 6 -

RESTRICTED

472

Encl. 3. 6

RESTRICTED

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

APO # 140,
20 January 1945.

STATEMENT

Airplane No. 43-22296 was to the best of my knowledge in safe mechanical condition. Both Preflight and daily inspection had been pulled before the ship was released for flight. Minor discrepancies were noted on Form 1A.

Robert J. Kenas
ROBERT J. KENAS,
Captain, Air Corps,
Engineering Officer.

- 2

RESTRICTED

472

Inc. 7

RESTRICTED

670TH BOMBARDMENT SQUADRON (L)

416TH BOMBARDMENT GROUP (L)

APO # 140, US ARMY,
20 January 1945.

STATEMENT

Airplane No. 43-22296, was in safe mechanical condition to be flown, and all discrepancies were noted on the Form 1A, and Form 41B that existed on subject Airplane. All servicing and pre-flight inspections had been performed prior to release of ship for flight, and no mechanical discrepancies noted.

Fred L. Mamulski

FRED L. MAMULSKI
S/Sgt, Air Corps
Crew Chief

8
472

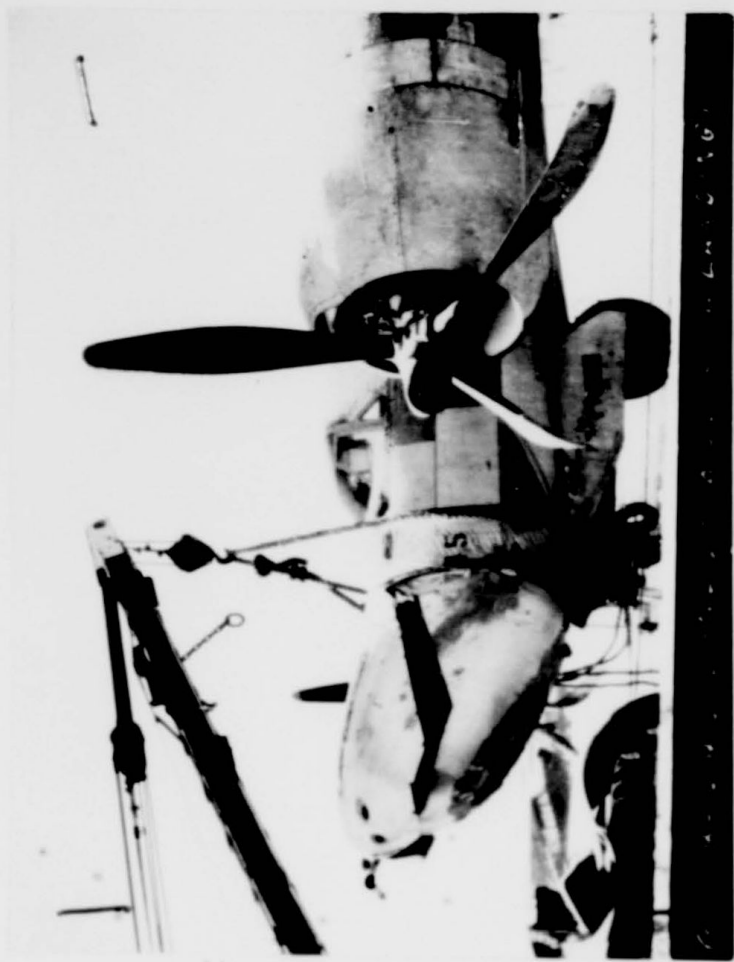
RESTRICTED

Incl. 8

472

-9-

RESTRICTED



472

RESTRICTED

Inc.



472

RESTRICTED

E-83

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

APO 140, U.S. Army,
25 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 (in quadruplicate) on aircraft A-26B-10, ACSN 43-22296 piloted by 1st Lt. John F. Stankowski on 19 January 1945.

For the Commanding Officer:



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

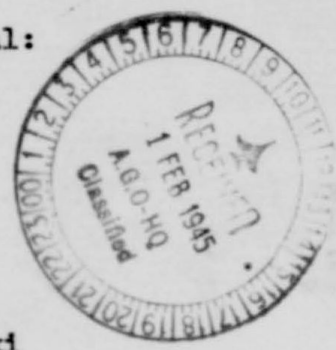
INCLOSURES:
AAF Form 14 (in quadruplicate)

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 30 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:



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

- 9 Incls: 1 cy ea w/d
- Incl 1 - AAF Form 14
- Incl 2 - Statement, 1st Lt. Stankowski
- Incl 3 - Statement, Cpl. Puskas
- Incl 4 - Statement, 1st Lt. Singletary
- Incl 5 - Statement, Sgt. Wilkinson
- Incl 6 - Statement, Capt. Barton
- Incl 7 - Statement, Capt. Kehres
- Incl 8 - Statement, S/Sgt. Mamulski
- Incl 9 - Set of photos

472
-10-

RESTRICTED

360.33

2nd Ind.

E-

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 3 February 1945.

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

Report and recommendation of Aircraft Committee approved.

For the Commanding General:

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

9 Incls: (2 cys w/d)



1872

Accident No. 15119528

Date

Checked by [Signature] 3-8-45

Analyzed by 492 3-5

Copied for Wright
Field by _____

Notes Capt. Baird

6 Apr 45 472

3989:10-447FS