

**RESTRICTED**

ACCIDENT No. \_\_\_\_\_

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

45-3-21-518

4-20-45

**REPORT OF AIRCRAFT ACCIDENT**

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(1) Place Station A-69 (2) Date 21 March 1945 (3) Time 2258  
AIRCRAFT: (4) Type and model A-26B-20 B0 (5) A. F. No. 43-22410 (6) Station A-69  
Organization: (7) 9th ED-Ninth AF (8) 416 Bomb (I) (9) 671 Bomb (I)  
(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	Simpson, Russell L.	Pilot	0-825282	2nd Lt.	18	AC	Ninth AF	None	None
G	Stymanski, Valentine S.	gunner	32941086	Sgt.	38	AC	Ninth AF	None	None

**PILOT CHARGED WITH ACCIDENT**

(20) Simpson Russell L. (21) 0-825282 (22) 2nd Lt. (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 9th ED-Ninth AF (26) 416 Bomb (I) (27) 671 Bomb (I) (28) A-69  
(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) 6/27/44 Present rating (35) Pilot (36) 6/27/44 Instrument rating (37) \_\_\_\_\_  
(Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type	<u>A-26</u>	<u>105:55</u>	(42) Instrument time last 6 months	<u>-</u>
(39) This model	<u>A-26B</u>	<u>57:15</u>	(43) Instrument time last 30 days	<u>-</u>
(40) Last 90 days		<u>57:50</u>	(44) Night time last 6 months	<u>22:10</u>
(41) Total		<u>500:30</u>	(45) Night time last 30 days	<u>1:00</u>

**AIRCRAFT DAMAGE**

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>03</u>	Right wing, right nacelle, right main gear
(47) Engine(s) <u>03</u>	Sudden stoppage right engine
(48) Propeller(s) <u>02</u>	Right prop heat.

(50) Weather at the time of accident Ceiling unlimited. Visibility 5 miles

(51) Was the pilot flying on instruments at the time of accident No  
(52) Cleared from Station A-69 (53) To Station A-69 (54) Kind of clearance Local

(55) Pilot's mission Night transition

(56) Nature of accident Landing accident

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

(58) Has the Form 54 been submitted? No

**RESTRICTED**

4/30/45  
Serial #1

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On the night of 21 March 1945, Lt. Simpson was scheduled for night transitional flying as part of his pre-operational training in A-26B-20 ACSN 43-22419. On his first attempt to land, Lt. Simpson went around because he was not properly aligned with the runway. His second pattern was normal, but his approach was high. He dropped three-quarter flaps but thought he had dropped full flaps, then put the ship in a steep glide, touching down on the first third of the runway at an indicated 130 mph. He did not believe that he would have trouble stopping until too late, so he made no attempt at going around. He was unable to stop at the end of the runway and hit a filled-in bomb crater knocking off the right landing gear and damaging the right wing tip. Investigation disclosed that Lt. Simpson did not drop full flaps on his landing roll because he thought he had full flaps already. He did not check the flap indicator. He did not begin applying brakes early because he failed to realize he was rolling excessively fast.

RESPONSIBILITY:

100% pilot error.

1. Pilot should have gone around rather than dive at end of runway.
2. He should have made a definite check of flap indicator.
3. After touching down, he should have applied brakes early, dropped full flaps, and fully retarded mixture controls in addition to throttles.

RECOMMENDATIONS:

1. Pilots should be cautioned against the common tendency of landing hot at night.
2. A definite check of flap indicator should be made.
3. Pilots should be thoroughly indoctrinated in the following aids for slowing down a fast landing roll.
  - a. Drop full flaps if not used for landing.
  - b. Fully retard mixture controls in addition to throttles.
  - c. Apply brakes early.

CC: I

INCLOSURES: 10

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Operations Duty Officer.
- Incl. #4 - Statement of Flying Control Officer.
- Incl. #5 - Statement of P/T Operator.
- Incl. #6 - Statement of Engineering Officer.
- Incl. #7 - Statement of Crew Chief.
- Incl. #8 - Photographs.
- Incl. #9 - AAF Form 1.
- Incl. #10 - AAF Form 1-A.

APPROVED:

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

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Signature *Richard V. Wheeler*  
 RICHARD V. WHEELER, Investigating Officer, A.C.  
*Harold A. Paetzel*  
 HAROLD A. PAETZEL, Lt. Col., A.C.  
*Richard F. Shaffer*  
 RICHARD F. SHAFFER, Lt. Col., A.C.

Date 26 March 1945



# FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)										RADIATOR CHECKED			
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)										
		BY	STATION		SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	21-3-45	L															
DAILY	21-3-45	L															
25 HOURS	154:25			1ST	550	900	1b	120	1b	120							
50 HOURS	155:20		A-69	2ND	425	900	1b	120	1b	120							
100 HOURS	205:20			3RD													
Plugs	162:00			4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	B	Brenner	
GUNNERY	B	Brenner	
CHEMICAL	/		A-69
COMMUNICATIONS	H	Harrington	
PHOTOGRAPHIC	-		
NAVIGATION			

STATUS TODAY		EXPLANATION: <u>Compass Swing due 9th Bomb Div. Memo. 65-91 n/c/w and others</u>
1.	2.	
3.	4.	
/	X	

**EXCEPTIONAL RELEASE**

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

Class Equip. RELEASED FOR FLIGHT Class Equip.

{ A. E. Hivko A. H. Thiele, Jr  
A. Remiszewski }

**REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.**

Secret or Confidential Equipment Installed-C.H.

#1 OK A.E. Hivko, 2nd Lt., A.C.

#2 OK A. Remiszewski, 1st Lt., A.C.

#3 Radio Compass inoperative, Right main landing gear broken lose on landing, R.L. Simpson, Lt.

Airplane crashed after landing-Wash.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	135:05	135:05		
HOURS TODAY	6:40	6:40		
TOTAL	141:45	141:45		
OIL CHANGE DUE	162:45	162:45		
CUMULATIVE CLEARING DUE				
AIRCRAFT		TOTAL		
HOURS TO DATE		135:05		
HOURS TODAY		6:40		
TOTAL		141:45		

A TRUE COPY:

*Alvin H. Thiele, Jr.*  
**ALVIN H. THIELE, JR.,** 018  
Captain, Air Corps.  
Engineering Officer.

Tanks topped-Linn #1 Service Linn #2 Wash

ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA	
(1) <u>FP-021077</u> ENGINE SERIAL NO.	<u>K-2800-71</u> ENGINE MODEL	<u>A-20B-20</u> AIRCRAFT MODEL	<u>IX Bomb Div.</u> AIR FORCE	<u>IX</u> AIR FORCE	<u>21-3-45</u> DATE
(2) <u>FP-021051</u> ENGINE SERIAL NO.		<u>43-2249</u> AIRCRAFT SERIAL NO.	<u>IX Bomb Div.</u> COMMAND, CORPS AREA OR DEPT.	<u>IX</u> AIR FORCE	<u>A-69</u> STATION
(3) <u>FP-021051</u> ENGINE SERIAL NO.		<u>67th Bomb (L)</u> SQUADRON NO. AND TYPE	<u>IX Bomb Div.</u> COMMAND, CORPS AREA OR DEPT.	<u>IX</u> AIR FORCE	<u>1/Sgt A.L. Wash</u> CREW CHIEF OR AERIAL ENGINEER
(4) <u>FP-021051</u> ENGINE SERIAL NO.		<u>67th Bomb (L)</u> SQUADRON NO. AND TYPE	<u>IX Bomb Div.</u> COMMAND, CORPS AREA OR DEPT.	<u>IX</u> AIR FORCE	
TOTAL FLIGHT TIME <u>6 : 40</u>					

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671ST BOMBARDMENT SQUADRON (L)  
416th Bombardment Group (L)

APO 140, US Army,  
22 March 1945.

S T A T E M E N T

On the 21st of March 1945 I was night flying in A-26B-20 aircraft #43-22419 and at 2300 hours I came in for my first landing. I made a normal pattern and turned on final approach at 150 MPH. All through the pattern I had trouble seeing my flap indicator and was never sure how much flaps I had down. I rounded out and hit easily on the first third of the runway at 130 MPH. The plane had excessive speed all the way down the runway, but I thought I could stop it by the end. I could not stop it and ran off the end of the runway, through a filled in bomb crater. It knocked off the right landing gear and damaged the right wing tip. We checked the flap indicator on the ground and what I thought was full flaps was only three-quarter flaps. I landed thinking I had full flaps.

There was no injury to personnel.

*Russell L. Simpson*

RUSSELL L. SIMPSON,  
2nd Lt., Air Corps.

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RESTRICTED

Incl #1

RESTRICTED

671st BOMBARDMENT SQUADRON (L)  
410th Bombardment Group (L)

APO # 140, US Army,  
22 March 1945.

S T A T E M E N T

I accompanied Lt. Simpson on a night practice mission as gunner on the night of 21 March 1945.

Lt. Simpson made the approach for landing at 2300 hours. He was well aligned with the runway and landed on the first one-third of the runway. He applied the brakes soon enough it seemed, however they weren't effective enough and we went off the end of the runway. The right main landing gear struck a filled in bomb crater which seemed to cause the gear to collapse.

No injury to personnel.

*Valentine S. Stipenski*

VALENTINE S. STIPENSKI,  
A.S.N., 32941080  
Sgt., 671st Bomb Sq. (L)

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*Incl #2*

RESTRICTED

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26 March 1945

STATEMENT

I was Operations Duty Officer on the night of 21 March 1945 and as such observed the approach and landing of Lt. Russell L. Simpson. The aircraft landed at 2253, after going around once due to improper alignment with the runway. In the approach, which resulted in his landing, he was well aligned with the runway and established a steep angle of glide which is normally used for a full-flap landing. He touched down well on the first third of the runway.

When I was able to determine that his rate of speed was excessive, it was too late to send him around again. He was unable to stop the aircraft at the end of the runway, and after going off the end of the runway, hit a bomb crater collapsing the right main landing gear.

*Everett T. Platter*  
EVERETT T. PLATTER,  
1st Lt., Air Corps,  
Operations Duty Officer.

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*Encl. 3.*

RESTRICTED

26 March 1945

S T A T E M E N T

At 2253 hours, 21 March 1945, Aircraft A-26 #419 "A" Pilot Lt. Russell L. Simpson, ran off the end of the runway, while practicing night flying.

Washout "A" made one attempt to land, but he went around without giving any reason. W/A gave the tower a call when he was on his base leg, and the tower gave him permission to come in for a landing. It is the opinion of the undersigned that the approach was fairly high, but apparently the aircraft was set down on the first third of the runway. When he went by the tower, it was noticed that he was going too fast to stop before he got to the end of the runway, also it was too late to send him around again. When he reached the end of the runway, he was going at too high a speed to try and turn off the runway, so he kept the aircraft going straight ahead, when his landing gears gave away. Runway "26" was in use.

/s/ Jack P. Barton  
/t/ JACK P. BARTON,  
Capt., Air Corps,  
S.F.C.O.

A TRUE COPY:

*Richard V. Wheeler*  
RICHARD V. WHEELER,  
Capt., Air Corps.

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018

RESTRICTED

Incl # 4

RESTRICTED

26 March 1945

S T A T E M E N T

At 2253 hrs., 21 March 1945, Aircraft A-26 #419 "A" Pilot Lt. Russell L. Simpson, ran off the end of the runway and the landing gears gave away.

Washout "A" made a final approach several minutes previous to the accident, but had gone around without giving any reason. W/A then called the tower on his base leg for permission to land and was cleared for the landing. In the opinion of the undersigned the approach was fairly high, but the pilot apparently set the plane down on the first third of the runway. When he went by the tower, it was noticed that he was going too fast and would have trouble stopping. However, it was too late to advise him to go around. When he reached the end of the runway, he was going too fast to attempt to turn off the runway, so he went straight ahead, when his landing gears gave away. Runway "26" was in use.

/s/ Louis A. Bruner  
/t/ LOUIS A. BRUNER,  
A.S.N. 19004406,  
R/T Operator

A TRUE COPY:

*Richard V. Wheeler*  
RICHARD V. WHEELER,  
Capt., Air Corps.

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018

RESTRICTED

Incl #5

RESTRICTED

S T A T E M E N T

22 March 1945.

I certify that Airplane A-26B-20, Air Corps Serial Number 43-22419 had a preflight and a daily inspection performed on it and was in excellent condition prior to take-off.

*Alvin H. Thiele, Jr.*  
ALVIN H. THIELE, JR.,  
Captain, Air Corps.  
Engineering Officer.

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018

RESTRICTED

*Incl #6*

RESTRICTED

S T A T E M E N T

22 March 1945.

I certify that Airplane A-26B-20, Air Corps Serial Number 43-22419 had a preflight and a daily inspection performed on it and was in excellent condition prior to take-off.

*Alex L Wash*

ALEX L. WASH,  
T/Sgt., 13038724,  
Crew Chief.

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RESTRICTED

*Incl # 7*

RESTRICTED



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Incl. 8.

360.33

2nd Ind.

E

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 11 April 1945.

To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

A2089

*Harold L. Carter*  
HAROLD L. CARTER,  
Lt. Col., A.G.D.,  
Asst Adj General.

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



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RESTRICTED

E - W - 5

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

APO 140, U.S. Army.  
30 March 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is the AAF Form 14 with inclosures (quadruplicate) on accident of aircraft A-26B-20, serial number 43-22419, piloted by 2nd Lt. Russell L. Simpson on 21 March 1945.

For the Commanding Officer:



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

Incl.

AAF Form 14 with inclosures (Quadruplicate)

360.33

1st Ind.

E-Q-3

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 4 April 1945.

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

1. Submitted, in compliance with Memorandum 55-1, Headquarters Ninth Air Force dated 5 March 1945.

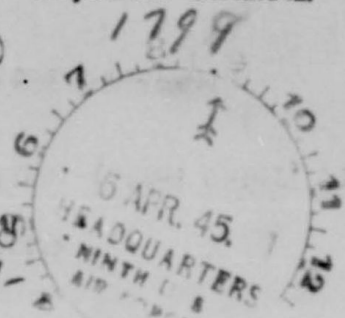
2. Delay in submission due to coordination and investigation within this headquarters.

For the Commanding General:

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

11 Incls:

- Incl 1 - AAF Form 14 (in trip)
- Incl 2 - Statement of Pilot (in trip)
- Incl 3 - Statement of Gunner (in trip)
- Incl 4 - Statement of Operations Duty Officer (in trip)
- Incl 5 - Statement of Flying Control Officer (in trip)
- Incl 6 - Statement of R/T Operator. (in trip)
- Incl 7 - Statement of Engineering Officer (in trip)
- Incl 8 - Statement of Crew Chief (in trip)
- Incl 9 - Photographs (in trip)
- Incl 10 - AAF Form 1 (in trip)
- Incl 11 - AAF Form 1A (in trip)



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RESTRICTED



Accident No. 45-3-24518

Date

Checked by [Signature] 4-27-45

Analyzed by TSE 4-24

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

Notes Attention Capt  
Backe 018  
5 May 45