

NAME OF PILOT**TYPE OF PLANE****ACCIDENT NUMBER**

Long, Robert H.

A-26B-25

45-6-23-510

CHARGED TO:**OUT****IN****CHARGED TO:****OUT****IN****CHARGED TO:****OUT****IN**Photo
Capt. Bache

7/27

8/20

Accident No. 75623510

Date 7-21

Checked by Wm

Analyzed by A BC

Copied for Wright
Field by _____

Notes To Capt Boche

20 Aug 45
217

522214-450FS

RESTRICTED

ACCIDENT NO. _____

7-19

WAR DEPARTMENT
STATION A-59
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

Two planes
45-6223-310

(1) Place Station A-59 (2) Date 23 June 1945 (3) Time 1820
 AIRCRAFT: (4) Type and model A-26B-25 (5) A. F. No. 41-39335 (6) Station A-59
 Organization: (7) 9 AD - Ninth AF (8) 416 Bomb (L) (9) 668 Bomb (L)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (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	Long, Robert H.	P	0-2057166	1st Lt.	18	AC	Ninth AF	None	None
G	Clute, Frank M.	G	36585177	Sgt	38	AC	Ninth AF	None	None

(20) Long Robert H. (21) 0-2057166 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9 AD - Ninth AF (26) 416 Bomb (L) (27) 668 Bomb (L) (28) A-59
 (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) 5/23/44 Present rating (35) Pilot (36) 5/23/44 Instrument rating (37) 5/20/45
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type <u>A-26</u>	<u>259:40</u>	(42) Instrument time last 6 months	<u>30:15</u>
(39) This model <u>A-26B</u>	<u>257:55</u>	(43) Instrument time last 30 days	<u>16:35</u>
(40) Last 90 days	<u>375:00</u>	(44) Night time last 6 months	<u>6:20</u>
(41) Total	<u>654:50</u>	(45) Night time last 30 days	<u>0:00</u>

AIRCRAFT DAMAGE

Prop no fire 70-1 OR

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>0</u>	<u>right elevator,</u>
(47) Engine(s) <u>1</u>	<u>Right outboard flap, right horizontal stabilizer/</u>
(48) Propeller(s) <u>1</u>	

(50) Weather at the time of accident CAVU E/H
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Station A-59 (53) To Station A-59 (54) Kind of clearance Contact
 (55) Pilot's mission Medium altitude practice formation bombing mission.
 (56) Nature of accident Mid-air accident.
 (57) Cause of accident 100% Pilot error.
 (58) Has the AAF Form 54 been submitted? No.

RESTRICTED

RESTRICTED

ACCIDENT No. _____

7-19

WAR DEPARTMENT
STATION A-59
U. S. ARMY AIR FORCES

Two planes

REPORT OF AIRCRAFT ACCIDENT

45-6223-310

(1) Place Station A-59 (2) Date 23 June 1945 (3) Time 1820
 AIRCRAFT: (4) Type and model A-26B-25 (5) A. F. No. 41-39335 (6) Station A-59
 Organization; (7) 9 AD - 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	Long, Robert H.	P	0-2057166	1st Lt.	18	AC	Ninth AF	None	None
G	Clute, Frank M.	G	36585177	Sgt	38	AC	Ninth AF	None	None

(20) Long Robert H. (21) 0-2057166 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9 AD - Ninth AF (26) 416 Bomb (L) (27) 668 Bomb (L) (28) A-59
 (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) 5/23/44 Present rating (35) Pilot (36) 5/23/44 Instrument rating (37) 5/20/45
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 259:40 (42) Instrument time last 6 months 30:15
 (39) This model A-26B 257:55 (43) Instrument time last 30 days 16:35
 (40) Last 90 days 175:00 (44) Night time last 6 months 6:20
 (41) Total 651:50 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE *no fire TO-1 OR-*

DAMAGE	(46)	(47)	(48)	(49) LIST OF DAMAGED PARTS
Aircraft	0	-	-	<u>right elevator.</u>
Engine(s)	-	-	-	<u>Right outboard flap, right horizontal stabilizer/</u>
Propeller(s)	-	-	-	

(50) Weather at the time of accident CAVU *EH*

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Station A-59 (53) To Station A-59 (54) Kind of clearance Contact

(55) Pilot's mission Medium altitude practice formation bombing mission.

(56) Nature of accident Mid-air accident.

(57) Cause of accident 100% Pilot error.

(58) Has the AAF 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:

On a Group practice mission 23 June 1945, Lt. Long was flying the #3 position in flight #3 of Box 3. During the mission there were only three ships in this flight. About twenty minutes before the return of the mission to the field, Lt. Long heard the leader of flight #2 ask the box leader for permission to join flight #3 for the landing procedure since flight #2 contained only two aircraft. After a short period of time, Lt. Long dropped back to see whether or not other aircraft had joined the flight, but saw no other aircraft. His radio had not been working satisfactorily throughout the mission, and he did not hear the leader of flight #2 notify the leader of flight #3 at the time the two flights joined. Poor interphone reception prevented Lt. Long from obtaining information from his gunner as to whether or not there were more than three aircraft in the flight. When the leader of flight #3 gave instructions to the flight to go into echelon in the next 180° turn, Lt. Long started to cross over into echelon without receiving a visual signal from the flight leader and without waiting for the flight to roll out of the turn onto the runway heading. The Group procedure for this maneuver is for the second element to echelon in the last half of the 180° turn to the field. The #3 and #6 aircraft are to echelon after the flight has rolled out on the heading of the runway, and then only after the first and second element leaders have given their wingmen a visual signal, (see Inclosure #9). Lt. Long's gunner called several times to notify him of the presence of the other aircraft, but his message was not understood. Almost as soon as Lt. Long started to cross in echelon, he saw the other aircraft in the #4 position, but it was too late to avoid a collision. Lt. Long's aircraft received a damaged elevator, elevator stabilizer, and outboard wing flap. The aircraft in #4 position had its wing tip knocked off. Both aircraft made emergency landings without further mishap.

IMMEDIATE CAUSE: Mid-air accident.UNDERLYING CAUSE: Aircraft slid into another aircraft in the same flight while the flight was going into echelon preparatory to landing.RESPONSIBILITY: Pilot Error - 100%.
1. Pilot did not follow proper procedure for going into echelon.
2. Pilot did not clear himself before crossing into echelon.RECOMMENDATIONS:
1. Pilots be re-instructed periodically on all Group procedures on formation, stressing the use of extreme caution and proper technique when crossing into echelon.
2. Pilots be reminded to clear themselves properly before executing any change of position in a formation.
3. When unable to clear themselves properly either by visual or radio means, pilots should pull out of formation and never blindly change position or "trust to luck".INCLOSURES: 9

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Squadron Engineering Officer.
- Incl. #4 - Statement of Crew Chief.
- Incl. #5 - Statement of Flying Control Officer.
- Incl. #6 - AAF Form 1.
- Incl. #7 - AAF Form 1A.
- Incl. #8 - Photographs
- Incl. #9 - Diagram.

APPROVED:

217 J
Signature
Harold A. Radetsky
HAROLD A. RADETSKY,
Lt. Col., Air Corps,
Commanding.

Harold A. Radetsky
HAROLD A. RADETSKY, Lt. Col., AC
Deputy Group Commander.

Richard V. Wheeler
RICHARD V. WHEELER, Capt., AC
Asst. Operations Officer.

Alvin H. Thiele
ALVIN H. THIELE, Capt., AC
Actg. Gp Engr. Officer.

Date 26 June 1945.

RESTRICTED

DATE 23-6-45	STATION A-59 Ninth A.F. 9th Air Div	GROUP NO. & TYPE 416 Bomb (L)	AIRCRAFT MODEL A-26B-25
CREW CHIEF OR AERIAL ENGINEER Sgt William M. Boykin	97th Combat Wing	SQUADRON NO. & TYPE 668 Bomb (L)	AIRCRAFT SERIAL NO. 42-39335

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B

PERS. CLASS	- PRINT PLAINLY - NAME -- ASN. -- GRADE -- ORGANIZATION		USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER.								FLIGHT DATA	
				DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	
				4	5	6	7			8	9		
18	Long, Robert H.	0-2057166 1st Lt	MV-36	P	3:35	:	:	:	:	FROM: A-59	15:00		
38	Clute, Frank M.	36585177 Sgt		G	3:35	:	:	:	:	TO: A-59	18:35		
										MISSION: T	NO. OF LANDINGS: 1		
										FROM:			
										TO:			
										MISSION:	NO. OF LANDINGS:		
										FROM:			
										TO:			
										MISSION:	NO. OF LANDINGS:		
										FROM:			
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										MISSION:	NO. OF LANDINGS:		
										FROM:			
										TO:			
										MISSION:	NO. OF LANDINGS:		

"A TRUE COPY"

Carl S. Stanley
CARL S. STANLEY,
Captain, Air Corps,
Operations Officer

RESTRICTED

WAR DEPARTMENT A. A. F. FORM NO. 1 REV. (1 JAN. 44)	AIRPLANE FLIGHT REPORT - OPERATIONS	CHECKED: LEGIBLE AND CORRECT	<input checked="" type="checkbox"/> OPER. CLERK	TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A	<input checked="" type="checkbox"/> CREW CHIEF	TOTAL FLIGHT TIME 3:35
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Incl. # 6

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
		BY	STATION		SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
PREFLIGHT	23-6-45	B					SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS
DAILY	23-6-45	B														
25 HOURS	437:20			1ST	550	925	30	120	20	120						
50 HOURS	462:20		A-59	2ND												
100 HOURS	512:20			3RD												
				4TH												
				5TH												

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	--		
GUNNERY	--		
CHEMICAL			
COMMUNICATIONS	B	Basco	A-59
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY	EXPLANATION
	Compass swing due - For T.O.'s, not complied with see back of front cover

EXCEPTIONAL RELEASE

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

Class Equip { R.H. Long }
RELEASED FOR FLIGHT

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

Secret and confidential equipment installed

Flight damage to right wing right elevator -

R.H. LONG
1st Lt., A.C.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	135:25	415:25		
HOURS TODAY	3:35	3:35		
TOTAL	138:00	419:00		
OIL CHANGE DUE	232:20	512:20		
CUNO. CLEANING DUE				
AIRCRAFT	HOURS TO DATE		415:25	
	HOURS TODAY		3:35	
	TOTAL		419:00	

A-59 Right outboard wing flap damaged

A-59 Right elevator stabilizer damaged

A-59 Right elevator damaged

Serviced by #1 Boykin

A TRUE COPY

ARNOLD A. HARRISON
 Captain, Air Corps,
 Engineering Officer.

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA
23-6-45	AIR FORCE Ninth	COMPONENT	ENGINE MODEL 27 R-2800-71
STATION A-59	COMD., SERV. COMD. OR DEP'T 9th Air Div 27th Combat Wing	AIRCRAFT MODEL	SERIAL NO. 42-1783
CREW CHIEF OR ENGINEER Sgt Wm M. Boykin	GROUP NO. & TYPE 416th Bomb Gp SQUADRON NO. & TYPE 668th Bomb Sq	AIRCRAFT SERIAL NO. (1) A-260-25 41-29775	SERIAL NO. -4- SERIAL NO. PFP-00739
			TOTAL FLIGHT TIME → 3 35

RESTRICTED

and # 7

23 June 1945

S T A T E M E N T

Returning from a group practice mission on 23 June 1945 in aircraft A-26B-25 AAF No. 41-39335, flying No. 3 position in flight No. 3 of Box III, I was involved in a mid-air collision.

Upon reaching the Rally Point I overheard the conversation between Box III leader and Lt Carver, leader of the No. 2 flight of Box III. Lt Carver requested permission to join flight No. 3 in Box III. Endeavoring to ascertain whether or not Lt Carver had joined in the No. 4 position, I dropped back from my No. 3 position and could not see a No. 4 aircraft in our flight.

During our landing pattern, our flight leader, Lt Phillips instructed his flight to echelon right during the completion of the 180° turn onto the landing runway, No. 31, but the No. 4 aircraft did not acknowledge. After a turn of approximately 60° I repeatedly called my gunner to definitely ascertain whether I was clear to echelon right. Poor interphone reception prevented my gunner, Sgt Clute, from stating the prevailing conditions. I gradually began to echelon, then seeing Lt Carver in No. 4 position in our flight, I pulled up and to the left sharply, trying to avoid a collision, but I was unsuccessful. Unable to contact my gunner to determine my damage, I slowed the aircraft to 150mph indicated and dropped 10° flaps and lowered my landing gear. The resulting events gave me the impression that either my aileron or flap was damaged because rudder and aileron trim were necessary. Calling Boatdeck for emergency landing instructions, I proceeded to make my landing with no further damage to the aircraft.

Robert H. Long
ROBERT H. LONG,
1st Lt., Air Corps.

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Incl. #1

23 June 1945

S T A T E M E N T

On the group practice mission of 23 June 1945, I was flying as gunner with Lt Long in aircraft A-26B-25 AAF No. 41-39335 when it collided with another aircraft in the formation.

Returning from the mission and in the landing pattern, Lt Long called me on VHF interphone, on which he had previously instructed me to stand by, to determine whether there was a No. 4 aircraft in our flight before going into echelon. I was riding in the gunners compartment and could see the No. 4 aircraft and called telling Lt Long it was there. He could not receive me clearly so I called him several more times. Finally he called saying to change to interphone but he could not receive me so he started to cross under. I continued to call warning him of the No. 4 aircraft but not receiving me, he continued sliding under and slid into the other aircraft knocking off its wing tip. I could see the damage to our horizontal stabilizer and right wing flap and tried to inform him of this damage by radio but he still could not receive me clearly. We continued and landed safely.

Frank M. Clute
FRANK M. CLUTE,
Sgt., Air Corps,
Gunner.

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24 June 1945

S T A T E M E N T

I made a thorough investigation and determined that all possible precautions had been taken to fit this aircraft, A-26B-25, AAF No. 41-39335 for safe flight prior to take-off and no mechanical defects existed other than those shown on the AAF Form 1A.

/s/ Arnold A. Harrison,
/t/ ARNOLD A. HARRISON,
Capt., Air Corps,
Engineering Officer.

A TRUE COPY:

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

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Encl. #3

24 June 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 1A prior to the last flight of Aircraft A-26B-25, AAF No. 41-39335.

William M. Boykin
WILLIAM M. BOYKIN,
Sgt. Air Corps,
Crew Chief.

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Incl. # 4

OFFICE OF FLYING CONTROL
AAF STATION A-59

26 June 1945

S T A T E M E N T

On or about 1820, 23 June 1945, aircraft No. 508 "Z", pilot, Lt. James H. Carver, and aircraft No. 335 "W", pilot, Lt. Robert H. Long, called tower by radio that they had damaged wings and asked clearance for landing. The pattern was immediately cleared and they made landing on runway 31.

The colliding of the above aircraft was not observed by any of the ground personnel of the Flying Control Section.

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

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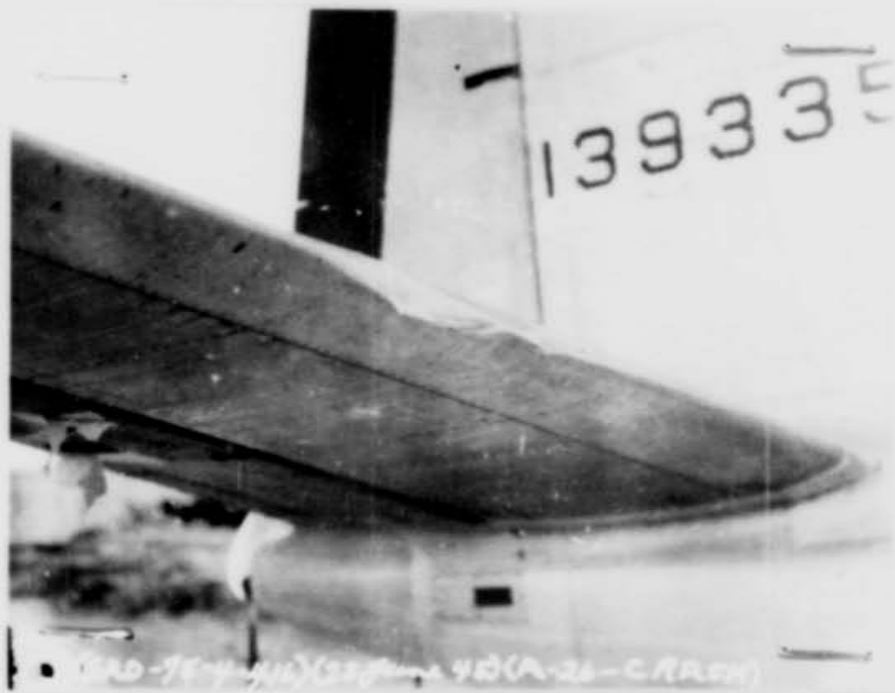
Encl. # 5



Photo # 8

RESTRICTED

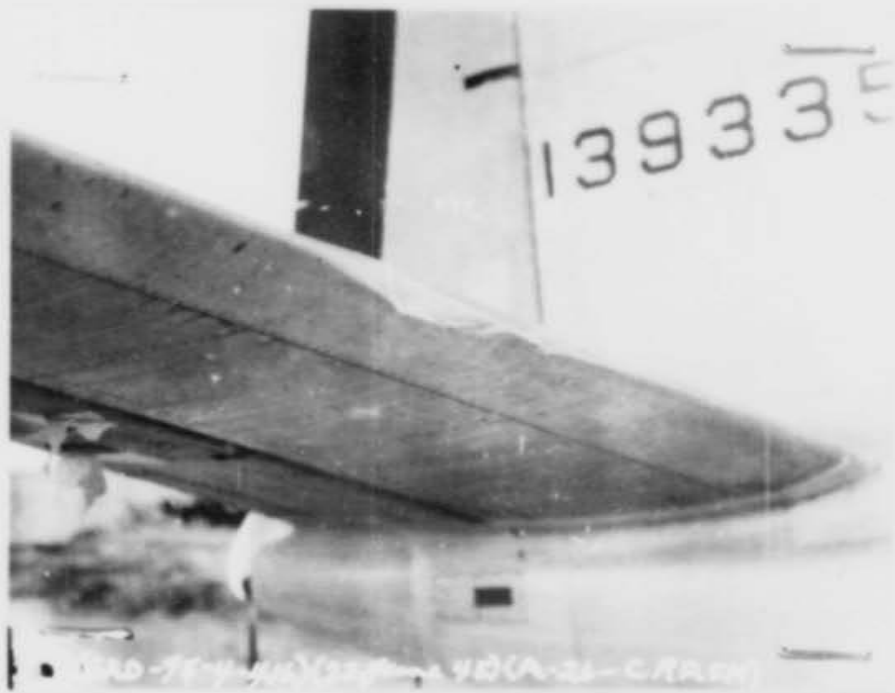
19-217



April 1948

RESTRICTED

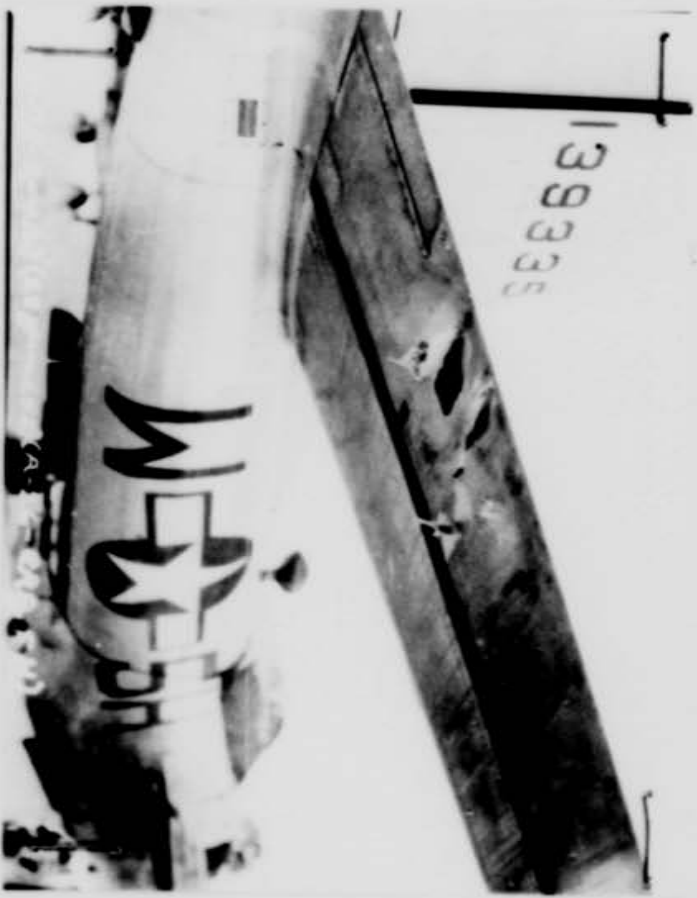
11 217



April 48

RESTRICTED

217

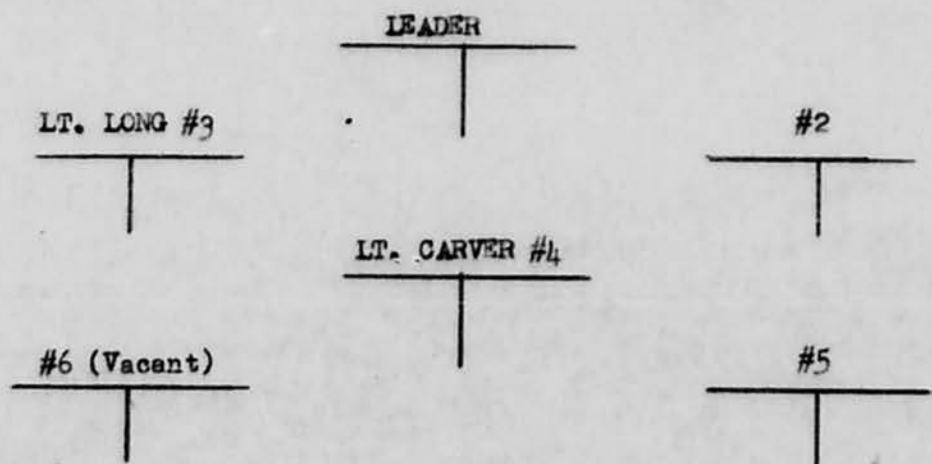


April 48

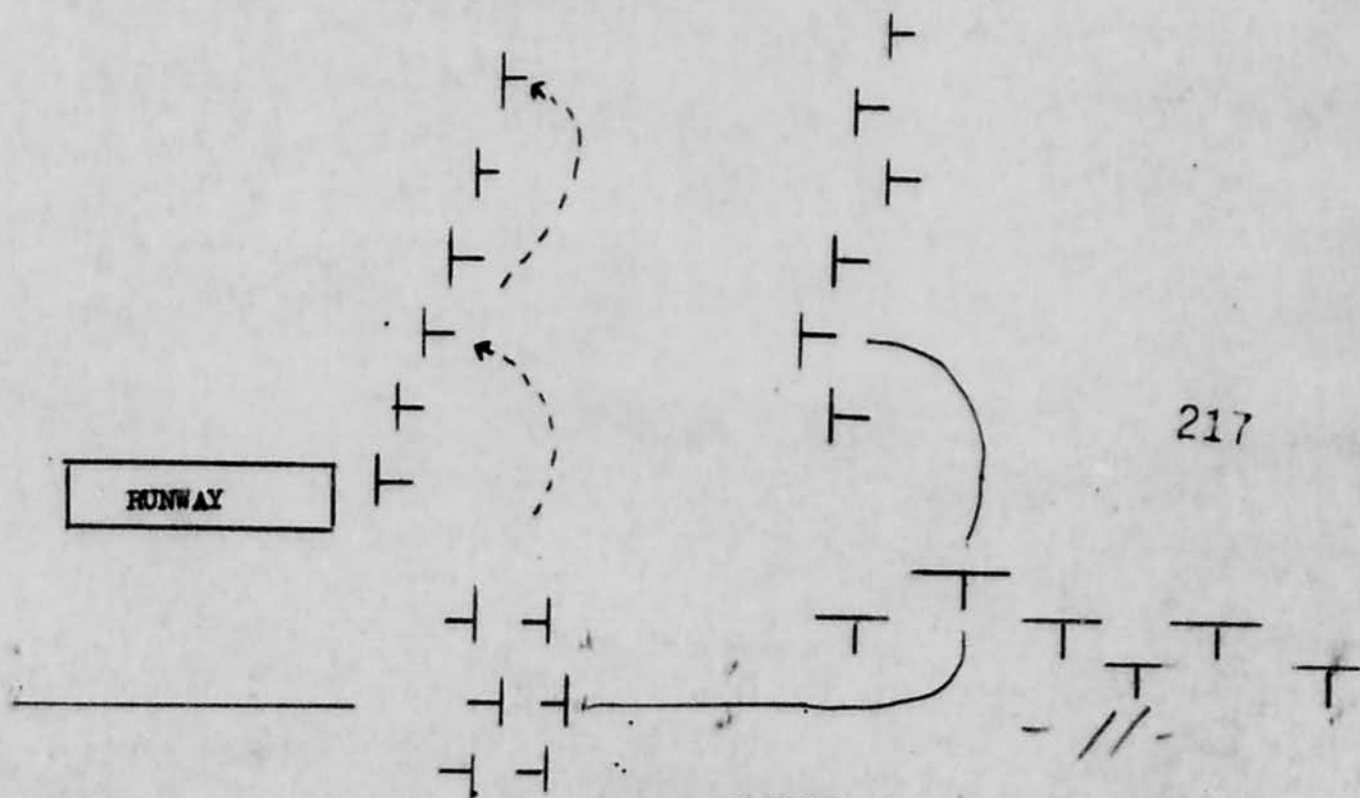
RESTRICTED

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DIAGRAM
FLIGHT #3



NORMAL PROCEDURE



RESTRICTED

ACCIDENT NO. 45-623-510
two planes

WAR DEPARTMENT
STATION 1-59
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

7-19

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(1) Place Station A-59 (2) Date 23 June 1945 (3) Time 1820
AIRCRAFT: (4) Type and model A-26-20 B (5) A. P. No. 43-22508 (6) Station A-59
Organization: (7) 9 AD - Ninth AF (8) 416 Bomb (L) (9) 668 Bomb (L)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (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	Carver, James H.	P	0-759569	1st Lt.	18	AC	Ninth AF	None	None
B/N	Mellott, Kevert V.	B/N	0-2077040	2nd Lt.	18	AC	Ninth AF	None	None
G	Graham, Nathan M.	G	14191123	S/Sgt	38	AC	Ninth AF	None	None

(20) Carver James H. (21) 0-759569 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9 AD - Ninth AF (26) 416 Bomb (L) (27) 668 Bomb (L) (28) A-59
(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) 11/3/43 Present rating (35) Pilot (36) 11/3/43 Instrument rating (37) 5/15/45
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type <u>A-26</u>	<u>258:30</u>	(42) Instrument time last 6 months	<u>23:05</u>
(39) This model <u>A-26C</u>	<u>42:30</u>	(43) Instrument time last 30 days	<u>10:10</u>
(40) Last 90 days	<u>183:45</u>	(44) Night time last 6 months	<u>5:20</u>
(41) Total	<u>843:55</u>	(45) Night time last 30 days	<u>2:30</u>

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>03</u>	<u>Left wing tip torn off, main spar left outer wing bent.</u>
(47) Engine(s) <u>- 1 - 1</u>	
(48) Propeller(s) <u>- 1 - 1</u>	

(50) Weather at the time of accident CAVU

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Station A-59 (53) To Station A-59 (54) Kind of clearance Contact

(55) Pilot's mission Medium altitude practice formation bombing mission

(56) Nature of accident Mid-air accident.

(57) Cause of accident Pilot error on the part of pilot in other aircraft.

(58) Has the AAF Form 54 been submitted? No.

RESTRICTED

RESTRICTED

ACCIDENT NO. 45-623-510

WAR DEPARTMENT
STATION 1-59
U. S. ARMY AIR FORCES

two planes

REPORT OF AIRCRAFT ACCIDENT

(1) Place Station A-59 (2) Date 23 June 1945 (3) Time 1820
 AIRCRAFT: (4) Type and model A-26C-20 P/O (5) A. P. No. 43-22508 (6) Station A-59
 Organization: (7) 9 AD - Ninth AF (8) 416 Bomb (L) (9) 668 Bomb (L)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (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	Carver, James H.	P	0-759569	1st Lt.	18	AC	Ninth AF	None	None
E/N	Mellott, Kevert V.	B/N	0-2077040	2nd Lt.	18	AC	Ninth AF	None	None
G	Graham, Nathan M.	G	14191123	S/Sgt	38	AC	Ninth AF	None	None

(20) Carver James H. (21) 0-759569 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (Middle initials) (Serial number) (Rank) (Personnel class) (Branch)
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 (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) 11/3/43 Present rating (35) Pilot (36) 11/3/43 Instrument rating (37) 5/15/45
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 258:30 (42) Instrument time last 6 months 23:05
 (39) This model A-26C 42:30 (43) Instrument time last 30 days 10:10
 (40) Last 90 days 183:45 (44) Night time last 6 months 5:20
 (41) Total 843:55 (45) Night time last 30 days 2:30

AIRCRAFT DAMAGE

(49) LIST OF DAMAGED PARTS

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>0-3</u>	<u>Left wing tip torn off, main spar left outer wing bent.</u>
(47) Engine(s) <u>- 1 - 1</u>	
(48) Propeller(s) <u>- 1 - 1</u>	

(50) Weather at the time of accident CAVU

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Station A-59 (53) To Station A-59 (54) Kind of clearance Contact

(55) Pilot's mission Medium altitude practice formation bombing mission

(56) Nature of accident Mid-air accident.

(57) Cause of accident Pilot error on the part of pilot in other aircraft.

(58) Has the AAF 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:

On a Group practice mission 23 June 1945, Lt. Carver was leading flight #2 of Box 3. He had only one other aircraft in his flight, so when returning to the field, he asked the Box leader for permission to join flight #3 which consisted of three aircraft. When permission was granted, Lt. Carver notified the leader of flight #3 that his flight of two aircraft was joining flight #3 and would occupy the #4 and #5 positions therein. The leader of flight #3 acknowledged. Lt. Long, the pilot flying #3 position in the third flight, did not hear the radio conversation between Lt. Carver and his own flight leader. Lt. Long, however, did hear the instructions to the flight to go into echelon. The Group procedure for this maneuver is for the second element to echelon in the last half of the 180° turn to the field. The #3 and #6 aircraft are to echelon after the flight has rolled out on the heading of the runway and then only after the first and second element leaders have given their wingmen a visual signal (see Inclosure #10). Lt. Long did not receive a visual signal and did not wait for the flight to complete the turn before starting to go into echelon. Almost as soon as Lt. Long started to cross into echelon, he saw Lt. Carver's aircraft but it was too late to avoid a collision. Lt. Carver's left wing tip was knocked off and the main spar of his left wing was bent. Using added power on his left engine and full right aileron trim, Lt. Carver made a successful emergency landing without further mishap.

IMMEDIATE CAUSE: Mid-air accident.UNDERLYING CAUSE: Aircraft hit by another aircraft in the same formation while a flight was going into echelon preparatory to landing.RESPONSIBILITY: Pilot error on part of pilot in other aircraft - 100%.

1. Other pilot did not follow proper procedure for going into echelon.
2. Other pilot did not clear himself before crossing into echelon.

RECOMMENDATIONS: All pilots be re-instructed on all Group formation procedures stressing the use of extreme caution and proper technique when crossing into echelon.INCLOSURES: 10

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Bombardier/Navigator.
- Incl. #3 - Statement of Gunner.
- Incl. #4 - Statement of Squadron Engineering Officer.
- Incl. #5 - Statement of Crew Chief.
- Incl. #6 - Statement of Flying Control Officer.
- Incl. #7 - AAF Form 1.
- Incl. #8 - AAF Form 1A.
- Incl. #9 - Photographs.
- Incl. #10 - Diagram.

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APPROVED:

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

Signature

Harold A. Radetsky
 HAROLD A. RADETSKY, Lt. Col., AC
 Deputy Group Commander.

Richard V. Wheeler
 RICHARD V. WHEELER, Capt., AC
 Asst. Operations Officer.

Alvin H. Thistle
 ALVIN H. THISTLE, Capt., AC
 Actg. Gp. Engng. Officer

Date 26 June 1945.

RESTRICTED

DATE 23 - 6 - 45	STATION A-59 Ninth AF 9th A.D. 97th Combat Wing	GROUP NO. & TYPE 416 Bomb (L)	AIRCRAFT MODEL A-26C-20
CREW CHIEF OR AERIAL ENGINEER T/Sgt James A. Braham		SQUADRON NO. & TYPE 668 Bomb (L)	AIRCRAFT SERIAL NO. 43-22508

PERS. CLASS	- PRINT PLAINLY - NAME - ASN. - GRADE - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLI- CABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA						
			DUTY	N	O	R	I	DUTY	N	O	R	I	DUTY	N	O	R	I
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
18	Carver, James H., O-759569, 1st Lt	MV-36	P	3:30	:	:	:	:	:	:	:	FROM:	A-59				15:00
18	Mellott, Kevert V., O-2077040, 2nd Lt		BN	3:30	:	:	:	:	:	:	:	TO:	A-59				18:30
38	Graham, Nathan M., 14131123, S/3gt		G	3:30	:	:	:	:	:	:	:	MISSION:	T	NO. OF LANDINGS	1		3:30
												FROM:					:
												TO:					:
												MISSION:		NO. OF LANDINGS			:
												FROM:					:
												TO:					:
	" A TRUE COPY: "											MISSION:		NO. OF LANDINGS			:
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												FROM:					:
												TO:					:
												MISSION:		NO. OF LANDINGS			:

" A TRUE COPY: "

Carl S. Stanley
 CARL S. STANLEY,
 Captain, Air Corps,
 Operations Officer.

WAR DEPARTMENT
 A. A. F. FORM NO. 1
 REV. (1 JAN. 44)

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED,
 LEGIBLE AND
 CORRECT

B
 OPER. CLERK

TRANSCRIBED:
 TOTAL FLIGHT
 TIME ENTERED
 ON FORM 1A

B
 CREW CHIEF

TOTAL
 FLIGHT
 TIME

3 : 30

RESTRICTED

Incl. # 7

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED		
		BY	STATION		SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	23-6-45	N															
DAILY	23-6-45	B															
25 HOURS	563:45			1ST		925		120		120							
50 HOURS	563:20		A-59	2ND		700	925	16	120	16	120						
100 HOURS	613:20			3RD													
				4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: <u>Compass due swinging</u> <u>Wing flap indicator out-</u> <u>For T.O.'s. N/O/W see inside</u> <u>front cover.</u>
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT						
GUNNERY						
CHEMICAL						
COMMUNICATIONS	M	Murtaugh				
PHOTOGRAPHIC						
NAVIGATION						

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

RELEASED FOR FLIGHT
J. H. Carver

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER	AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
	ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
<p>This airplane contains secret and confidential equipment.</p> <p>#1 Wing tip severely damaged in flight</p> <p style="text-align: center;">JAMES H. CARVER, 1st Lt., Air Corps,</p>	HOURS TO DATE	554:30	554:30		
	HOURS TODAY	3:30	3:30		
	TOTAL	558:00	558:00		
	OIL CHANGE DUE	613:20	613:20		
	CUNO-CLEANING DUE				
	AIRCRAFT	HOURS TO DATE	554:30		
		HOURS TODAY	3:30		
		TOTAL	558:00		

A-59 Batteries checked L-1250 R-1250 T/Sgt Brabham
A-59 Carb air filter screens cleaned and oiled T/Sgt Brabham
A-59 Bombing fixed temporary by S/Sgt Olsen
Serviced by #1 Brabham

A TRUE COPY

Arnold A. Harrison
ARNOLD A. HARRISON,
 Captain, Air Corps,
 Engineering Officer.

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DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
23-6-45	AIR FORCE Ninth	COMPONENT	ENGINE MODEL P-2800-71	- 15 -
STATION A-59	COMD., SERV. COMD. OR DEPT 9th A.D. 97th Combat Wing	AIRCRAFT MODEL	SERIAL NO. FP021427	
CREW CHIEF OR ENGINEER T/Sgt James A. Brabham	GROUP NO. & TYPE 416th Bomb Gp (L) SQUADRON NO. & TYPE 668th Bomb Sq	AIRCRAFT SERIAL NO. A 260	SERIAL NO. FP021445	TOTAL FLIGHT TIME → 3:30

And # 8

RESTRICTED

23 June 1945

S T A T E M E N T

Returning from a group practice mission on 23 June 1945 at 1805 hours, the left wing tip of aircraft A-26C-20 AAF No. 43-22508 was severely damaged in an air collision with aircraft A-26B-25 AAF No. 41-39335 of the same formation. The following are the circumstances leading to the accident.

Three boxes were approaching runway 31 of Station A-59, in formation and started the landing procedure. I was leading the No. 2 flight of Box III and had only 2 aircraft. In order to save time I called Lt Laseter, Box III leader, and asked permission to join with the No. 3 flight led by Lt Phillips for the landing procedure. Permission was granted. After the second pass over the field I called Lt Phillips and informed him that I was joining his flight in the No. 4 position. Lt Phillips acknowledged, so I joined and we started our landing procedure. Lt Phillips called informing his flight to echelon right in the last half of the next 180° turn. When we had turned approximately 40 degrees, the No. 3 man, Lt Long, dropped down to echelon, colliding with my left wing. I saw him coming and dumped the stick but too late. Fighting for control of my aircraft, I regained somewhat normal flight and called the control tower for an emergency landing. I made a straight-in approach and a landing without further damage to the aircraft.

James H Carver

JAMES H. CARVER,
1st Lt., Air Corps.

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RESTRICTED

23 June 1945

S T A T E M E N T

At about 1755 on the 23 June 1945, A-26C-20 aircraft AAF No. 43-22508, piloted by Lt Carver, and lead aircraft of a two aircraft formation, joined a three aircraft formation in the No. 4 position in order to facilitate landing. We were in Box III of the group formation returning from a group practice mission. We made contact with the field and began our circular pattern to await the landing of aircraft in the other boxes.

I was stationed as navigator in the nose of aircraft A-26B-20 AAF No. 43-22508. At about 1805, I noticed that the No. 3 Aircraft in our formation, A-26B-25 AAF No. 41-39335 banked violently to the left in order to avoid colliding with our left wing. I saw no actual contact between the other aircraft and our aircraft, but noticed immediately a large portion of the aluminium skin at the tip of our left wing was torn and our wing tip evidently torn off.

Immediately Lt Carver applied forward pressure and lost altitude, calling the tower for permission to make an emergency landing. The aircraft was landed with no further damage.

Kevin V. Mellott

KEVERT V. MELLOTT,
2nd Lt., Air Corps,
Navigator.

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23 June 1945

S T A T E M E N T

We were returning from a group practice mission on 23 June 1945 which consisted of three boxes. I was flying in aircraft A-26C-20 AAF No. 43-22508, piloted by Lt Carver and was riding up front with him. Lt Carver was leading the No. 2 flight in Box III.

When we got back over the field, I heard my pilot call the leader of the flight just ahead of him, which consisted of three aircraft, saying that he was going to fly No. 4 position, making it a five aircraft flight. The flight leader said "Roger" so we moved in.

Then when the time came to echelon, the No. 3 man of the flight, Lt Long, flew his aircraft into us from the left side cutting off our wing tip.

I felt the impact, but did not see the aircraft piloted by Lt. Long when it came into us. We proceeded to land without further mishap.

Nathan M. Graham

NATHAN M. GRAHAM,
S/Sgt, Air Corps,
Gunner.

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RESTRICTED

24 June 1945

S T A T E M E N T

I made a thorough investigation and determined that all possible precautions had been taken to fit this aircraft, A-26C-29, AAF No. 43-22508 for safe flight prior to take-off and no mechanical defects existed other than those shown on the AAF Form 1A.

Arnold A. Harrison
ARNOLD A. HARRISON,
Captain, Air Corps,
Engineering Officer.

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RESTRICTED

24 June 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 1A prior to the last flight of aircraft A-26C-20, AAF No. 43-22508.

James A. Brabham

JAMES A. BRABHAM,
T/Sgt, Air Corps,
Crew Chief.

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RESTRICTED

And #5

OFFICE OF FLYING CONTROL
AAF STATION A-59

26 June 1945

S T A T E M E N T

On or about 1820, 23 June 1945, aircraft No. 508 "Z", pilot, Lt. James H. Carver, and aircraft No. 335 "W", pilot, Lt. Robert H. Long, called tower by radio that they had damaged wings and asked clearance for landing. The pattern was immediately cleared and they made landing on runway 31.

The colliding of the above aircraft was not observed by any of the ground personnel of the Flying Control Section.

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

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RESTRICTED

Encl. # 7



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Incl. # 7



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RESTRICTED

Incl. # 7



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Incl. # 7

DIAGRAM

FLIGHT #3

LEADER

LT. LONG #3

#2

LT. CARVER #4

#6 (Vacant)

#5

NORMAL PROCEDURE

RUNWAY

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R E S T R I C T E D

HEADQUARTERS
NINTH AIR FORCE

In Reply Refer
to: 360.33

APO 696, U S Army,
12 July 1945.

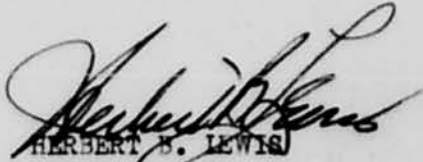
SUBJECT: Transmittal of AAF Forms No. 14 and Allied Papers.

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

1. Transmitted herewith are AAF Foms No. 14 and allied papers for aircraft accident involving: A-26B, AF No. 41-39335, piloted by 1st Lt. Robert H. Long, O-2057166, AC, and A-26C, AAF No. 43-22508, piloted by 1st Lt. James H. Carver, O-759569, AC. Both pilots assigned to the 416 Bomb Group, 668th Bomb Squadron. Aircraft Accident occurred at AAF Station A-59, 23 June 1945.

2. Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:


HERBERT S. LEWIS
Major, A.G.D.,
Asst Adj General.

2 Incls:

- Incl 1- AAF Form No. 14, w/9 incls. (41-39335)
- Incl 2- AAF Form No. 14, w/10 incls. (43-22508)

A 17941

- 24- 217

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R E S T R I C T E D .