

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Nielsen, Leland C.

A-26B

46-7-12-515

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. 46-7-12-515

Date 9-1-46

Checked by MSS

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

5222:4-450FS

RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

8-27
 02-001
 J. K. FORILES
 Station 4-50

46 7-12-375
 66 B3-9H
 4

(1) Place Sousin Bombing Range (2) Date 12 July 1945 (3) Time 0912
 AIRCRAFT: (4) Type and model A-26B-15 (5) A. F. No. 43-22312 (6) Station A-50
 Organization: (7) AD Ninth AF (8) 416 Bomb (I) (9) 671 Bomb (I)
 (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	Nielsen, Leland G.	P	0-660790	Major	01	AC	Ninth AF	None	None
G	Herman, Peter	G	22607059	Sgt.	28	AC	Ninth AF	None	None
To complete from Rating <u>AC</u> <u>no</u>									

PILOT CHANGED WITH ACCIDENT

(20) Nielsen Leland G. (21) 0-660790 (22) Major (23) 01 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9AD - Ninth AF (26) 416 Bomb (I) (27) 671 Bomb (I) (28) A-59
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 9 (30) 416 B4L (31) --- (32) Y300
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 21/5/42 Present rating (35) Pilot (36) 21/5/42 Instrument rating (37) 9/3/45
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)

(38) This type	<u>A-26</u>	<u>5</u>	<u>21/5/45</u>	(42) Instrument time last 6 months	<u>28:05</u>
(39) This model	<u>A-26B</u>	<u>5</u>	<u>19/4/45</u>	(43) Instrument time last 30 days	<u>6:20</u>
(40) Last 90 days			<u>126:30</u>	(44) Night time last 6 months	<u>12:25</u>
(41) Total			<u>1004:50</u>	(45) Night time last 30 days	<u>3:15</u>

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	<u>Right Wing and Right Spar</u>
(47) Engine(s)	<u>1 1</u>
(48) Propeller(s)	<u>1 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 D

(55) Pilot's mission Strafing

(56) Nature of accident Strafing Accident

(57) Cause of accident During strafing run, .50 calibre ammunition hit and exploded a 100 pound bomb - general purpose, lying on the range.

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

Jul 11 1945

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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 morning of 12 July 1945, Major Nielsen was dispatched to the Souain Bombing and Strafing Range for a practice strafing mission. After receiving clearance from the range party and completing one dry run, he opened fire on his second run. The run was made at approximately 50 feet above the terrain. When the aircraft was approximately 200 yards from the target, a 100 pound general purpose bomb lying near the target was hit and detonated by one of the rounds of .50 calibre ammunition. A large piece of the bomb case hit the leading edge of the right wing one foot outside of the propeller arc. The main wing spar was severed completely, making a wing change necessary.

IMMEDIATE CAUSE:

Right wing hit and damaged by bomb casing.

UNDERLYING CAUSE:

A round of .50 calibre ammunition hit and detonated a 100 pound general purpose bomb lying on the range.

RESPONSIBILITY:

Poor organization of range procedure that permits strafing and bombing to be accomplished concurrently on the same targets.

RECOMMENDATIONS:

1. Bombing and strafing ranges be entirely cleared of all bombs at the completion of each day's activities. The following morning be devoted only to strafing and the afternoon devoted solely to bombing.
2. One set of targets be assigned for strafing while another set of targets on a different part of the range be assigned for bombing.

INCLOSURES: 7

- Incl #1 - Statement of Pilot.
- Incl #2 - Statement of Gunner.
- Incl #3 - Statement of Engineering Officer (Sqdn).
- Incl #4 - Statement of Crew Chief.
- Incl #5 - AAF Form 1's.
- Incl #6 - AAF Form 1a's.
- Incl #7 - Photographs.

APPROVED:

Theodore R. Aylesworth
THEODORE R. AYLESWORTH,
Colonel 1, Air Corps,
Commanding.

William H. Moffett
William H. Moffett, 2nd Lt. Eng. Offr.
Signature *Harold A. Radetsky*
HAROLD A. RADETSKY, Lt. Col,
Deputy Group Commander.

RESTRICTED

Richard V. Wheeler
RICHARD V. WHEELER, CAPTAIN,
INVESTIGATING OFFICER.

Date 17 July 1945

12-7-45

A-59

416th Bomb (L)

A-26B-15

DATE

STATION 9th AF

GROUP NO. AND TYPE

AIRCRAFT MODEL

/s/ Henry W. Biaesch

9th AD

671st Bomb (L)

43-22313

CREW CHIEF OR AERIAL ENGINEER

97th Wing

SQUADRON NO. AND TYPE

AIRCRAFT SERIAL NO.

PERS. CLASS	- PRINT PLAINLY - NAME - RANK - 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	TIME
1	2	3	4	5	6	7	8	9	10	11		
01	NIELSEN, Leland C., Maj, 0660790	Strafe	P							FROM: A-59	08:30	
38	HETMAN, Peter, Sgt., 32607959	Guns	G							TO: A-59	10:15	
										MISSION: T	1:45	
										FROM:	:	
										TO:	:	
										MISSION:	NO. OF LANDING	
											:	
										FROM:	:	
										TO:	:	
										MISSION:	NO. OF LANDING	
											:	
										FROM:	:	
										TO:	:	
										MISSION:	NO. OF LANDING	
											:	
										FROM:	:	
										TO:	:	
										MISSION:	NO. OF LANDING	
											:	

CERTIFIED A TRUE COPY:

Leland C. Nielsen
LELAND C. NIELSEN,
Major, Air Corps,
Operations Officer.

FLIGHT REPORT - OPERATIONS

 CHECKED:
LEGIBLE AND
CORRECT

 OPER.
CLERK

 TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

 CREW
CHIEF

 TOTAL
FLIGHT
TIME

1:45

FLIGHT REPORT - ENGINEERING

RESTRICTED

INSPECTION STATUS		
	DATE OF OR HOURS DUE	INSPECTED TODAY
		BY STATION
PREFLIGHT	12-1-4, 01:00	BY [Signature] STATION
DAILY	12-1-4, 01:00	BY [Signature] STATION
25 HOURS	04:00	
50 HOURS	08:00	
100 HOURS	16:00	
O.C.	03:00	

SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
	SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
			SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS		
1ST		42	130	130								
2ND	240	42	130	130								
3RD												
4TH												
5TH												

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	/	VPL. MAPAS	BY [Signature]
GUNNERY	M	VPL. MAPAS	BY [Signature]
CHEMICAL			
COMMUNICATIONS	/	VPL. JAMMAN	BY [Signature]
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY: 1. 2. 3. 4.

T.U. 01-40A-1, N.O., T.U. 01-40A-11, WINDSHIELD CRACKED, AT MAIN BEIGIN AND ASSOCIATE, LEADING EDGE OF VERTICAL REPAIR MANAGER, T.U. 01-40A-2 & 01-40A-02, N.O.

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.

CLASSIFIED EQUIP. RELEASED FOR FLIGHT: 1. [Signature] Major, A.V. 2. [Signature]

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

Damage to windshield equip. indicated

T.U. Right wing damaged by bomb explosion, [Signature] Major, A.V.

Radio compass ind. 100%, & VPL. JAMMAN

T.U. 01-40A-14, N.O.

T.U. 01-40A-29, N.O.

T.U. 01-40A-41, N.O.

T.U. 01-40 A-45, N.O.

A UNCLASSIFIED THIS COPY

[Signature]

Capt., Air Corps

ENGINEERING OFFICER

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	121	121		
HOURS TODAY	114	114		
TOTAL	14140	14140		
OIL CHANGE DUE	04:00	04:00		
CUNO CLEANING DUE				
AIRCRAFT	HOURS TO DATE	2214		
	HOURS TODAY	114		
TOTAL	2328			

ENGINE DATA				AIRCRAFT DATA		AIRCRAFT ORG. DATA	
(1) PR-023842	ENGINE SERIAL NO.	4-2600-19	ENGINE MODEL	A-26	COMPONENT	4100	GROUP NO. AND TYPE
(2) PR-023800	ENGINE SERIAL NO.	4-22513	ENGINE MODEL	A-26	COMPONENT	4100	GROUP NO. AND TYPE
(3) _____	ENGINE SERIAL NO.	_____	ENGINE MODEL	_____	COMPONENT	_____	GROUP NO. AND TYPE
(4) _____	ENGINE SERIAL NO.	_____	ENGINE MODEL	_____	COMPONENT	_____	GROUP NO. AND TYPE
TOTAL FLIGHT TIME	_____	_____	_____	_____	_____	_____	_____

RESTRICTED

Encl. #6

RESTRICTED

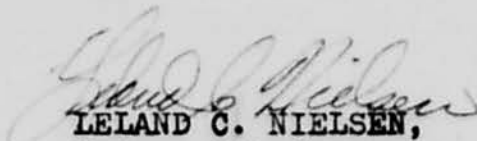
S T A T E M E N T

12 July 1945

I took off from A-59 on the morning of 12 July 1945 at 0830 to go on a strafing mission at Souain range in A-26B, 43-22313.

I proceeded to the range, obtained clearance to strafe, made one dry run and on the second run opened fire. At an altitude of approximately 50 feet and approximately 200 yards from the target the bullets set off a bomb lying by the target. I stopped firing, turned and pulled up sharply in an attempt to avoid the blast and fragments, but a piece of the bomb case about 2 feet long and 1 foot wide hit the right wing of the airplane.

I flew back and landed at A-59 without further incident. I examined the airplane and found that the piece of bomb casing had hit the right wing about 1 foot outside the propeller arc and had completely severed the main wing spar, making a wing change necessary on the airplane.


LELAND C. NIELSEN,
Major, Air Corps,
Operations Officer.

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S T A T E M E N T

13 July 1945.

I took off from A-59 on the morning of 12 July 1945 at 0830 to go on a strafing mission at Souain range with Major Nielsen as pilot in A-26B, 43-22313. I sat alongside Major Nielsen.

We went to the range, received clearance, and made a dry run. On the second run Major Nielsen opened fire. At an altitude of about 50 feet and approximately 200 yards from the target the bullets apparently set off a bomb lying by the target. Major Nielsen stopped firing and pulled up sharply to avoid being hit, but a piece of the bomb case about two feet long and one foot wide hit the right wing of the airplane.

The plane seemed to fly all right and we flew back to A-59 and landed without further incident.

Peter Hetman

PETER HETMAN,
Sgt., 32607959.


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S T A T E M E N T

12 May 1945.

I certify that Airplane A-26B-15 43-22313 had a thorough preflight and daily inspection performed on this date and was in excellent condition prior to take-off.


ALVIN H. THELLE JR.,
Capt., Air Corps,
Engineering Officer.

RESTRICTED

RESTRICTED

S T A T E M E N T

12 July 1945.

I certify that Airplane A-26B-15, 43-22313 had a thorough pre-flight and daily inspection performed on this date and was in excellent condition prior to take-off.

Henry W. Bjaesch Jr.

HENRY W. BIAESCH Jr.
Sgt., A.C., 13027445
Crew Chief

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RESTRICTED



RESTRICTED

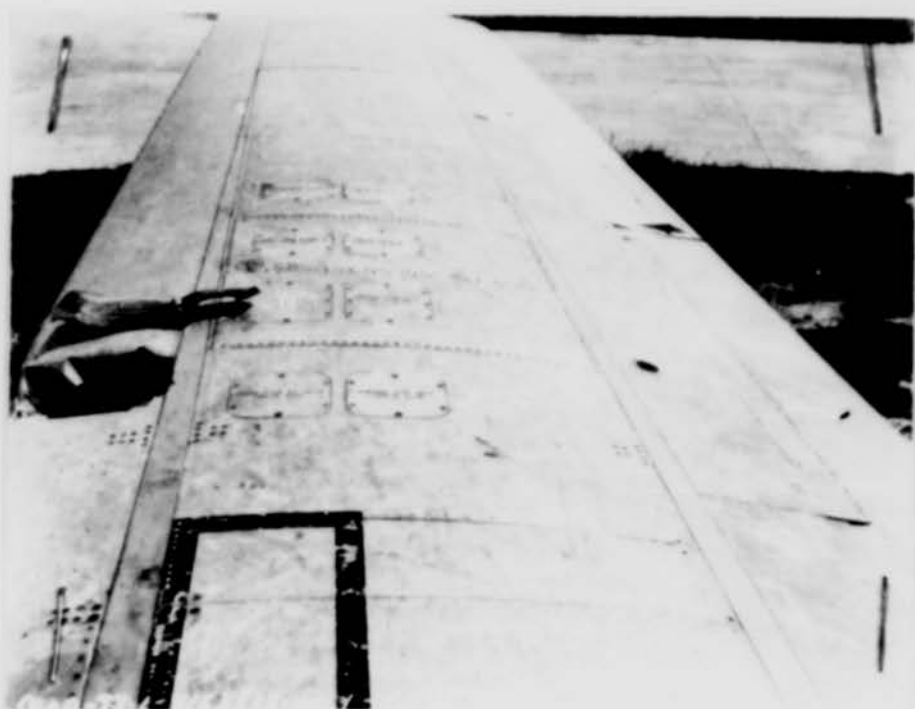
RESTRICTED



Incl. # 7

RESTRICTED

RESTRICTED



RESTRICTED

RESTRICTED



Aut. # 7

RESTRICTED

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

APO 140, U S Army
17 July 1945.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Air Division, APO 140, U S Army.

Transmitted herewith is the AAF Form 14 on aircraft accident of Major L C. Nielsen in aircraft number 43-22313, 12 July 1945.

For the Commanding Officer:

/s/ George Schenkein
Major, AC,
Adjutant.

Incl: (quad)
AAF Form 14 and incl:

360.33 1st Ind.
HEADQUARTERS, 9TH AIR DIVISION, APO 140, U S ARMY, 31 JULY 1945.

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

1. Submitted in compliance with Memo 55-1, Hq, Ninth Air Force, dtd 5 March 1945.

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

For the Commanding General:

/s/ S L Parmenter
Capt., AC,
Adjutant General

8 Incls: (trip)
Incl 1 - AAF Form 14
Incl 2 - Statement of Pilot
Incl 3 - Statement of Gunner
Incl 4 - Statement of Engr Officer
Incl 5 - Statment of Crew Chief
Incl 6 - AAF Form 1
Incl 7 - AAF Form 1A
Incl 8 - Photos

HEADQUARTERS
116TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

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

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Air Division, APO 140, U. S. Army.

Transmitted herewith is the AAF Form 14 on aircraft accident of Major L. C. Nielsen in aircraft number 43-22913, 12 July 1945.

For the Commanding Officer:


GEORGE SCHENKEL,
Major, Air Corps,
Adjutant.

Incl: AAF Form 14 and inclosures (in quadruplicate)

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 31 July 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 further investigation within this headquarters.

For the Commanding General:

8 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 Engineering Officer (Squad) (in trip)
- Incl 5 - Statement of Crew Chief (in trip)
- Incl 6 - AAF Form 1 (in trip)
- Incl 7 - AAF Form 1A (in trip)
- Incl 8 - Photographs (in trip)




S. L. PARMENTER,
Captain, Air Corps,
Adjutant General

RESTRICTED

360.33

2nd Ind.

HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 20 August 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:

Herbert B. Lewis
HERBERT B. LEWIS
Major, A.G.D.,
Asst Adj General.

A24399

1 Incl: AAF Form No. 14 w/7 Incls.