

Accident No. 44-59-519

Date 6-26-44

Checked by [Signature]

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

1225:9-43

WAR DEPARTMENT
AAF STATION 170
U. S. ARMY AIR FORCES

44-59-519

REPORT OF AIRCRAFT ACCIDENT

01-001

(1) Place 1 1/2 miles NW AAF Station 170 (2) Date 9 May 1944 (3) Time 1845

AIRCRAFT: (4) Type and model A-20G-25 (5) A. F. No. 43-9223 (6) Station AAF Station 170

Organization: (7) IX BC-Ninth AF (8) 416th Bomb(L) (9) 668th Bomb (L)
(Command and Air Force) (Group) (Squadron)

PERSONNEL ELL

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)
	<u>P Battersby, William</u>		<u>0-411681</u>	<u>Capt.</u>	<u>01</u>	<u>AC</u>	<u>Ninth AF</u>	<u>Fatal</u>	<u>No</u>
<u>68 X</u>	<u>Coleman, Charles W.</u>	<u>None</u>	<u>32372194</u>	<u>PFC</u>	<u>20</u>	<u>AC</u>	<u>Ninth AF</u>	<u>Fatal</u>	<u>No</u>



(20) Battersby William (21) 0-411681 (22) Captain (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) IX BC-Ninth AF (26) 416th Bomb(L) (27) 668th Bomb (L) (28) AAF Station 170
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) Name (30) - (31) - (32) -
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 4/25/41 Present rating (35) Pilot (36) 4/25/41 Instrument rating (37) 6/2/43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-20 150:15 (42) Instrument time last 6 months -
(39) This model A-20G 89:55 (43) Instrument time last 30 days -
(40) Last 90 days 110:40 (44) Night time last 6 months -
(41) Total 1829:30 (45) Night time last 30 days -

AIRCRAFT DAMAGE F

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W S</u>	Total Loss.
(47) Engine(s) <u>W S S</u>	
(48) Propeller(s) <u>W S S</u>	

(50) Weather at the time of accident High broken clouds. Visibility 8 miles.

(51) Was the pilot flying on instruments at the time of accident No.

(52) Cleared from AAF Station 170 (53) To AAF Station 170 (54) Kind of clearance Local

(55) Pilot's mission Test Flight

(56) Nature of accident Oscillating spin at low altitude.

(57) Cause of accident Undetermined.

(58) Has Form 54 been submitted? No.

DESCRIPTION OF ACCIDENT

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

NARRATIVE: At 1840, 9 May 1944, Captain William Battersby took off in A-20G-25 ACSN 43-9223 for a test flight following a 100 hour inspection. He took off to the southeast, made an 180° turn and came back over the same runway at approximately 500 feet at 1845. The ship was seen by the air-drome controller to proceed on in a straight line and at the same altitude until about one mile northwest of the field when it went into a left spin from straight and level flight and crashed before recovery could be made. It burst into flames upon impact with the ground.

The aircraft was completely destroyed by fire, and inspection of the wreckage could reveal no evidence of materiel failure. All control surfaces that were not destroyed were carefully examined and found to be properly attached and safetied. Inspection of the engines, propellers, and engine controls indicate that power was on both engines when it struck the ground, but a definite possibility exists that power failure may have been a contributing factor.

All evidence leads to believe that the aircraft descended almost vertically and crashed in a flat position. This was indicated by the fact that the nose of the ship did not dig into the ground and the muzzels of the nose guns were not even plugged with dirt. The tail of the ship was lying in a hedgerow, and none of the bushes were broken except where the tail descended through them. The engines were buried about two-thirds of the way; no dirt was thrown out in front of them and there was no hole in the ground in back of them, as would be the case if the aircraft had crashed from a shallow dive or glide. Both wings left the imprint of their complete shape in the ground directly beneath them. No holes were dug by impact of the wings, nor was there any evidence that one wing struck the ground before the other.

RESPONSIBILITY: From the evidence obtained by inspection of the wreckage and from the few witnesses available, it is the opinion of this Committee that the aircraft spun to the left and crashed before recovery could be effected; that it struck the ground in a level, flat position, and was descending nearly vertically with very little forward speed. No definite conclusions can be drawn as to the cause of the accident.

RECOMMENDATIONS: None.

INCLOSURES:

- Inclosure #1 - Statement of Witness.
- Inclosure #2 - Statement of Witness.
- Inclosure #3 - Statement of Airfield Controller.
- Inclosure #4 - Statement of Crew Chief.
- Inclosure #5 - Statement of Engineering Officer.
- Inclosure #6 - Extract of Operations Order.
- Inclosure # 7 - Photographs.

APPROVED:

Harold L. Mace
HAROLD L. MACE,
Colonel, Air Corps,
Commanding.

Thomas R. Ford
Signature
THOMAS R. FORD, Lt. Col., Air Corps.
John G. Napier
JOHN G. NAPIER, Major, Air Corps.
Kenneth T. Roney
KENNETH T. RONEY, Major, Air Corps.

Date 14 May 1944

S T A T E M E N T

I was standing outside of Prisoner of War Camp, Finchingfield, watching this airplane when the engines sputtered a few times and then took ahold again. At this time, the plane seemed to half turn to the left and go down at the same time. Before doing this, I noticed it seemed to be going slowly. The airplane righted itself and then dropped bodily to the ground. It burst into flame on impact with the ground.

/s/ SER E. W. SMITH,
6002433 P.b.
POW Camp, Finchingfield.

A TRUE COPY:

John M. Bonura
JOHN M. BONURA,
1st Lt., Air Corps,
Opns. Stat. Officer.

S T A T E M E N T

I was standing on the west side of Finchingfield watching this aircraft. It seemed to pull up sharply and then fell off to the left. It made one complete turn and seemed to recover in the same direction it started and then dropped to the ground in a flat position. It burst into flame upon striking the ground.

/s/ G. FREEMAN,
L/Observer,
ROC.

A TRUE COPY:

John M. Bonura
JOHN M. BONURA,
1st Lt., Air Corps.

9 May 1944

S T A T E M E N T

1. This is a report of the Airfield Controller on watch at the time A-20, NO. - 439223 crashed.

A. At 1841 Hours aircraft NO.-439223 took off. After a lapse of two to three minutes I saw this plane flying a magnetic course of approximately two hundred and ninety (290) degrees back across the field. Meanwhile two P-47's had taxied up to take off position. I gave the leading P-47 Green Light to take off and glanced up to watch the A-20 that had crossed the field in the circuit and saw this aircraft in a spin and going down fast. He made two and a half (2½) spins left. I picked up the phone to call the tower still watching this plane. After his two and a half (2½) spin, plane 223 went into a straight dive and crashed.

B. I had the Tower on the phone and was reporting the crash by the time the smoke following the explosion had started to rise. From the time I last saw the plane in level flight and the time I saw him spin there was a lapse of not more than thirty (30) seconds, in which I was giving the before mentioned P-47's a Green Light. The actual crash occurred at approximately 1845 Hours.

C. Corporal Ellis L. Harlow, ASN- (31199586), Airfield Controller on watch.

Cpl. Ellis L. Harlow
CPL. ELLIS L. HARLOW,
ASN-(31199586)

9 May 1944

STATEMENT

On May 9, 1944, A-20G-25 AAF No. 43-9223 had completed upon it a routine one hundred (100) hour inspection. At the completion of the one hundred (100) hour inspection the aircraft was subject to be test flown.

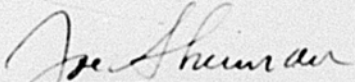
The one hundred (100) hour inspection having been completed, I, Raymond C. DeLano, T/Sgt, did pre-flight said aircraft. To the best of my knowledge, the aircraft was in satisfactory condition and was ready for flight.

Raymond C. DeLano
RAYMOND C. DELANO,
T/Sgt 19099298.
U. S. ARMY.

9 May 1944

STATEMENT

I have made thorough investigation and determined that all possible precautions had been taken to fit this airplane, A-20G-25 AAF No. 43-9223, for safe flight prior to take-off and no mechanical defects existed other than those shown on the AAF Form 1A.


JOE SHERMAN,
2nd Lt., Air Corps,
Acting Engineering Officer

668TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

STATION APO 140

DATE 9 May 1944

OPERATIONS ORDER)

NUMBER 76)

EXTRACT

Pursuant to authority contained in AR 95-15, dated 21 April 1930, the following training flights, with personnel as indicated, will be conducted this date:

* * * * *

PILOT	<u>W. Battersby, Capt 668</u>	AIRPLANE	<u>A-20G #223</u>	MISSION	<u>Test</u>
CO-PILOT	<u>None</u>	TAKE-OFF	<u>1815</u>	LAND	<u>1915</u>
CREW	<u>C. W. Coleman, 1/c (X)</u>	BOMB LOAD		AMMUNITION	
		ROUTE OUT	<u>170-170</u>		
		ROUTE BACK			
		FUEL LOADING		ALTITUDE	

By order of Major PRICE:

WILLIAM BATTERSBY,
Captain, Air Corps,
Operations Officer.

OFFICIAL:

/s/ RICHARD B. PRENTISS
/t/ RICHARD B. PRENTISS,
Captain, Air Corps,
Asst Operations Officer.

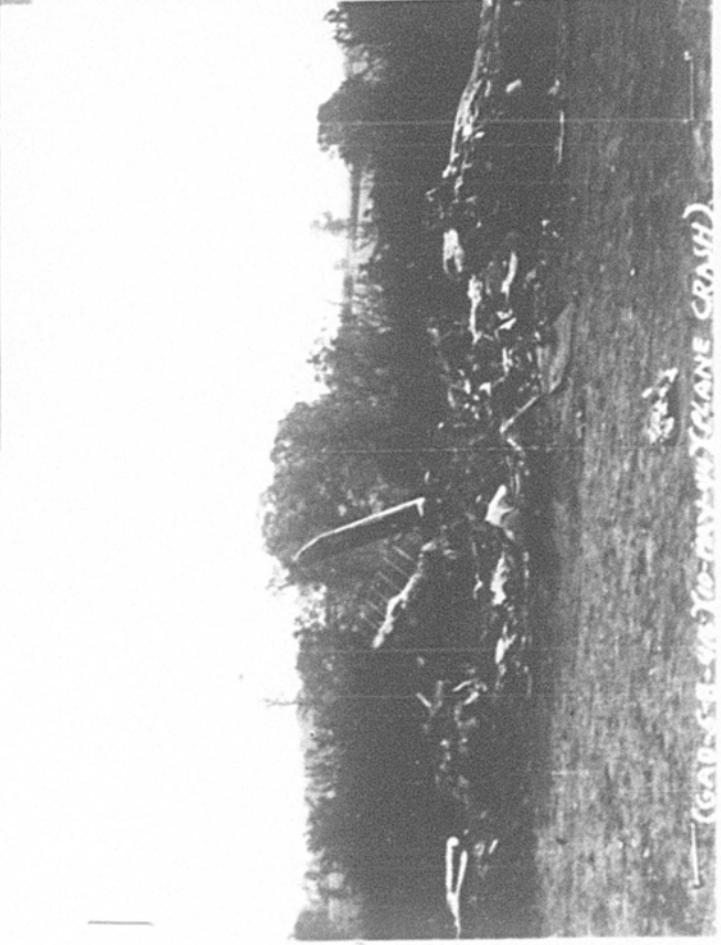
"A True Extract Copy"

Richard B. Prentiss
707 RICHARD B. PRENTISS,
Captain, Air Corps,
Asst Operations Officer.

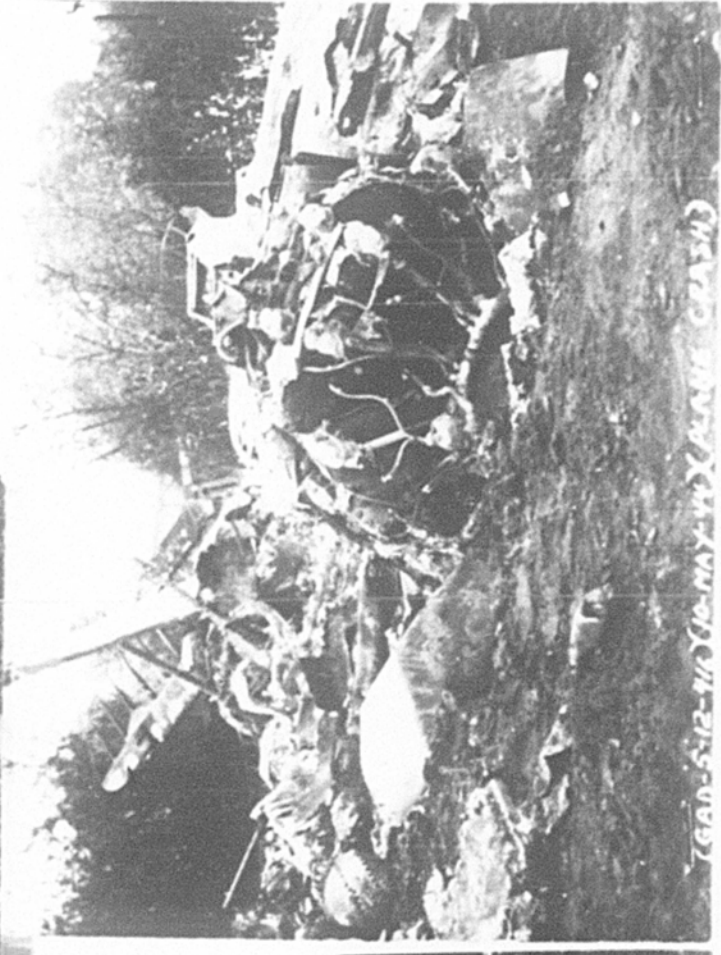
Incl #6



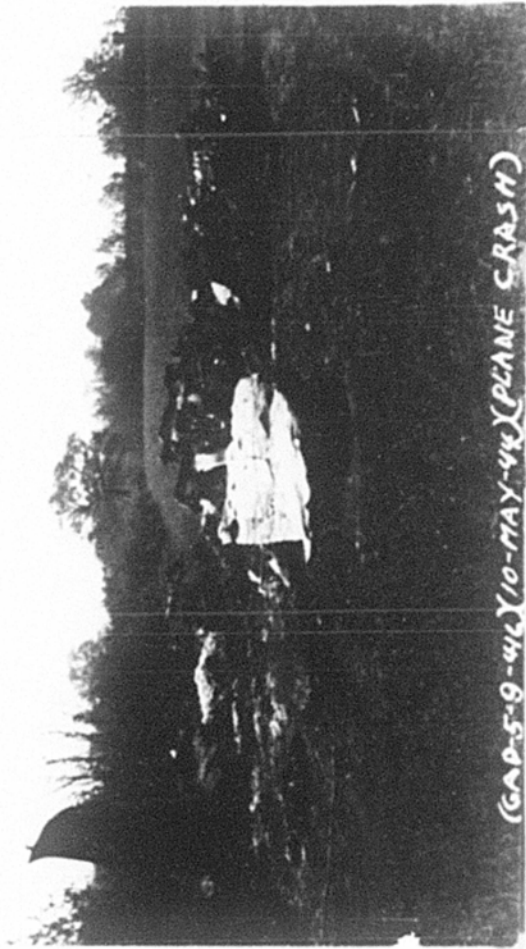
(GAP-5-9-46) (10-MAY-44) (PLANE CRASH)



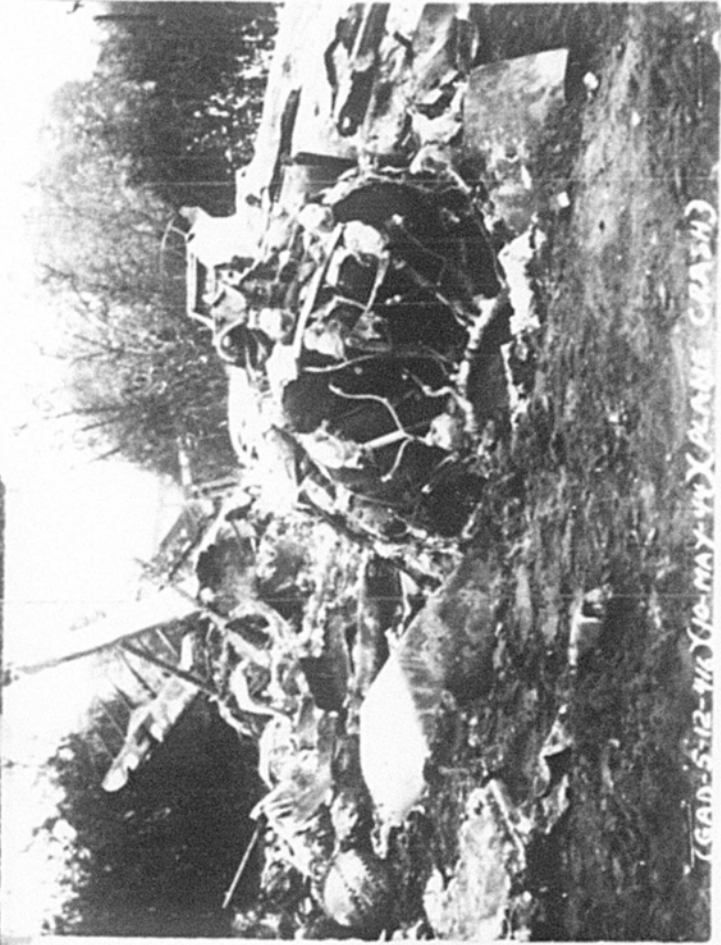
(GAP-5-8-46) (10-MAY-44) (PLANE CRASH)



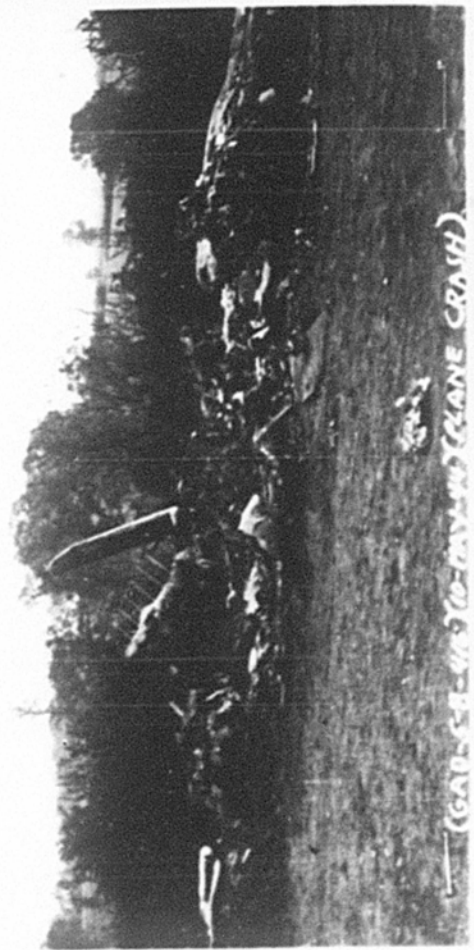
(GAP-5-12-46) (10-MAY-44) (PLANE CRASH)



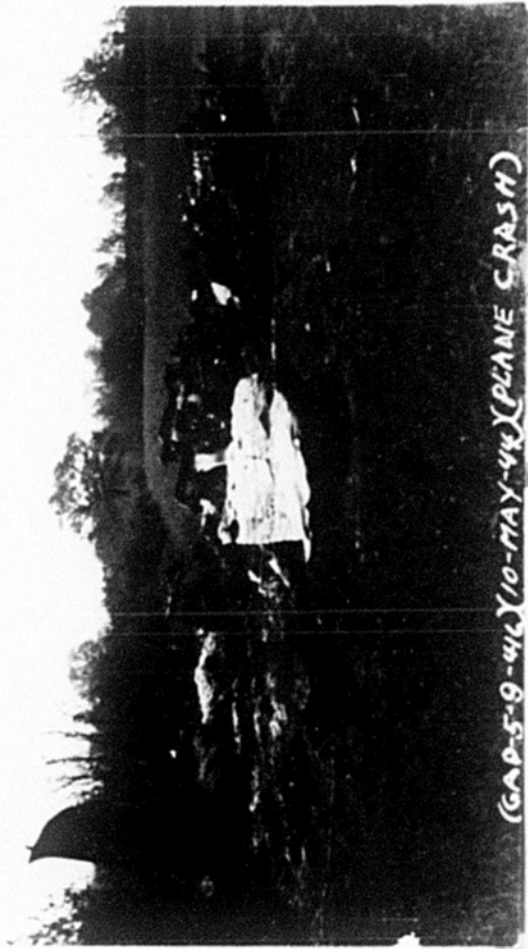
(GAP-5-9-46) (10-MAY-44) (PLANE CRASH)



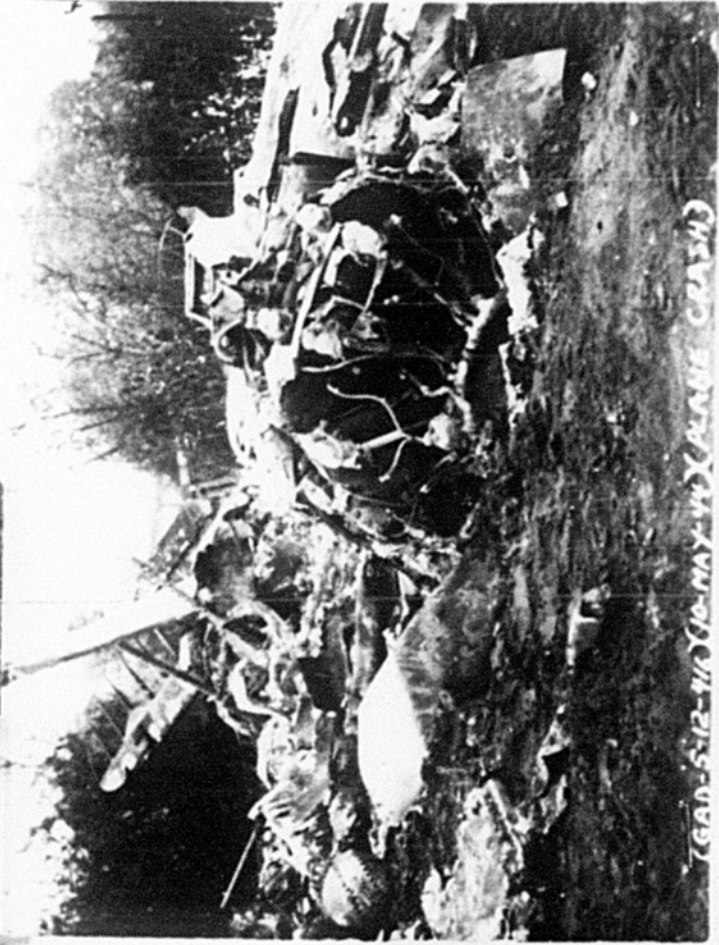
(GAP-5-12-46) (10-MAY-44) (PLANE CRASH)



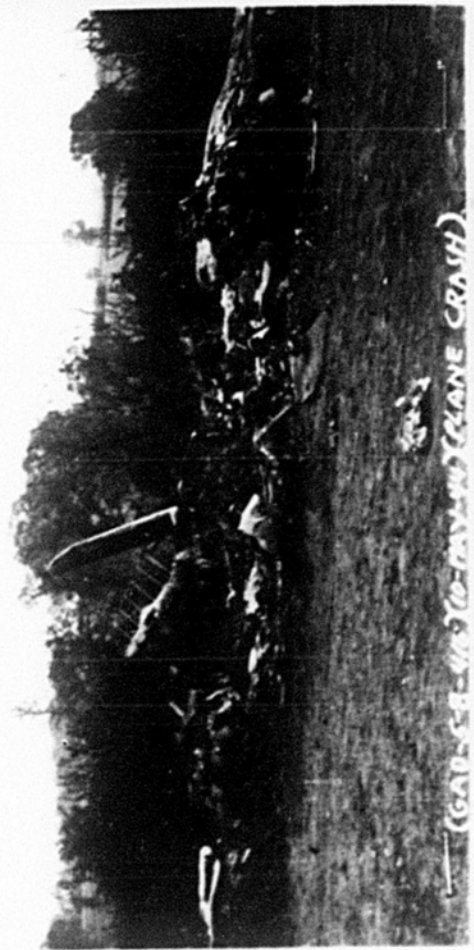
(GAP-5-12-46) (10-MAY-44) (PLANE CRASH)



(GAP-5-9-46) (10-MAY-44) (PLANE CRASH)



(GAP-5-12-46) (10-MAY-44) (PLANE CRASH)



(GAP-5-11-46) (10-MAY-44) (PLANE CRASH)

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

APO 140, U.S. Army,
15 May 1944.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, IX Bomber Command, APO 140,
U.S. Army.

Transmitted herewith is AAF Form 14 with Inclosures
(quadruplicate) covering accident to aircraft A-20G-25, ACSN
43-9223, on 9 May 1944, piloted by Captain William Battersby.

For the Commanding Officer:



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

360.33

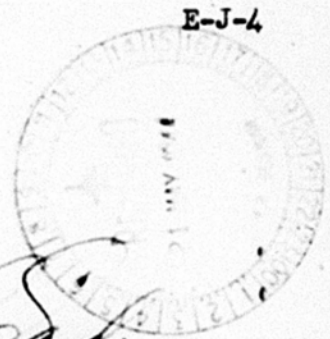
Incl: 1
AAF Form 14 with Inclosures (quadruplicate)

360.33 1st Ind.
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 19 May 1944.

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

Approved.

For the Commanding General:



Richard C. Sanders
RICHARD C. SANDERS,
Colonel, Air Corps,
Chief of Staff.

1 Incl: n/c. (1 cy w/d)

R E S T R I C T E D

360.33

2nd Ind.

E-S1-12

HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY, 22 May 1944.

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

Report of the Aircraft Accident Officer approved.

For the Commanding General;

C. R. Birbani

C. R. BIRBANI
Lt. Col., Air Corps,
Asst. Adj. General.

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1 Incl;

n/c (2 cys ea w/d.)