

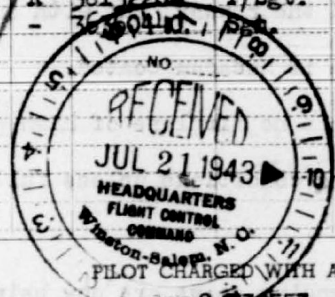
WAR DEPARTMENT
 U. S. ARMY AIR FORCES
 REPORT OF AIRCRAFT ACCIDENT

44-711-21
 037 4

(1) Place Chicago Municipal Airport, Chi., Ill. (2) Date July 11, 1943 (3) Time 09:44
 AIRCRAFT: (4) Type and model B-26B-4 (5) A. F. No. 41-18146 (6) Station Barksdale Field, La.
 Organization: (7) 3 Bmb. Co., 3AF (8) 335 Bomb Gp. (9) 474th Bomb Squadron
 (Command and Air Force) (Group) (Squadron)

3 3 B PERSONNEL B M B M

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)
01 P	Leggee, J. D.	P	0-732557	2nd Lt.	01	A/C	3 A.F.	None	None
04 CP	Buskirk, J. A.	P	0-739723	2nd Lt.	01	A/C	3 A.F.	None	None
65 N	Hanna, R. C.	N	0-732466	2nd Lt.	01	A/C	3 A.F.	None	None
62 E	Weissker, W. R.	E	14070304	S/Sgt.	20	A/C	3 A.F.	None	None
71 R	Chatham, L. H.	R	38132204	T/Sgt.	20	A/C	3 A.F.	None	None
68 X	Krainak, J. P.	-	3600140	1st Lt.	30	A/C	3 A.F.	None	None



(20) Leggee Jack Douglas (21) 0-732557 (22) 2nd Lt. (23) 01 (24) A/C
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 3rd A.F., 3rd Bm. Co. (26) 335th B.Gp. (27) 474th Bmb. Sqdn. (28) Barksdale Fld., La.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 3rd Bm. Co., 3A.F. (30) 335 B.Gp. (31) 474th Bmb. Sqdn. (32) Barksdale Fld., La.
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 10-30-42 Present rating (35) Pilot (36) 10-30-42 Instrument rating (37) 1-27-43
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type 6-29-43 (39) This model 399.20 (42) Instrument time last 6 months _____
 (40) Last 90 days 252.55 (43) Instrument time last 30 days 399.20 (44) Night time last 6 months _____
 (41) Total 625.85 (45) Night time last 30 days 625.85

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>4</u>	Complete nose section - nose wheel
(47) Engine(s) <u>4</u>	Major Replacement
(48) Propeller(s) <u>5</u>	Major Replacement

(50) Weather at the time of accident Instrument - High overcast lower scattered at 7000 ft., visibility 1-1/4 miles in light rain and light smoke. Wind direction West-northwest 2 mph.
 (51) Was the pilot flying on instruments at the time of accident No.
 (52) Cleared from Barksdale Field (53) To Chicago (54) Kind of clearance Instrument 2
 (55) Pilot's mission Transition training
 (56) Nature of accident Landing
 (57) Cause of accident Slippery runway and pilot overshot field.
60% Pilot error - Technique 02-27-12
40% Airport 35-88-98

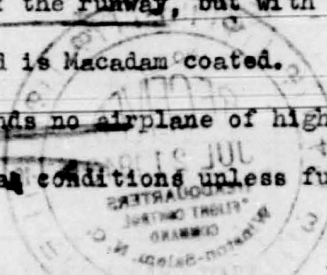
DESCRIPTION OF ACCIDENT

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

This accident was caused by a combination of an unfamiliarity of field, weather, and a smooth wet runway. At time of clearance to this field, the weather was instrument. When pilot arrived over Chicago, instrument conditions still existed due to low visibility and precipitation. This airport is very unique in its smoky conditions at all times, which increase in rain. Visibility at time of accident was not over one mile. This field is surrounded by obstructions, and all pilots strange to the field have trouble in making proper approaches. Lt. Leggee landed past the 1/3 of the runway, but with sufficient room to stop on a dry runway. The runway used is Macadam coated.

The undersigned recommends no airplane of high performance be cleared to land at this field under these conditions unless fully familiar with airport and surrounding area.

All ships of tricycle landing gears are now being landed on diagonal runways, which are 6000 ft. long, unless the wind is over 15 mph.



Signature Alexander I. Pett
(Investigating Officer)

ALEXANDER I. PETT
Major, Air Corps

Date July 19, 1943

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	7-11-43	KH	Barksdale		-	1210	-	130	-	130							
DAILY	7-11-43	KH	Barksdale														
25 HOURS																	
50 HOURS	709.4																
100 HOURS	709.4																

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS			
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY		EXPLANATION:
1.	2.	
B		
3.	4.	

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.

RELEASED FOR FLIGHT { 1. On Initial 3

2. _____ 4. _____

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

#1. J. D. Leggee, 2nd Lt., plane badly damaged due to running off runway - extent of damage unknown - Time 09:45

A CERTIFIED TRUE COPY:

James S. Percy
JAMES S. PERCY
Captain, Air Corps

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	377.1	94.3		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE				
CUND CLEANING DUE				
AIRCRAFT	HOURS TO DATE		695.5	
	HOURS TODAY			
TOTAL				

RETURN THIS STUB TO:
BUDGET OFFICE,
AIR SERVICE COMMAND,
PATTERSON FIELD,
FAIRFIELD, OHIO

ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA
(1) 41-38825 ENGINE SERIAL NO.	B-26B-4 AIRCRAFT MODEL	3rd Air Force AIR FORCE
(2) 42-51379 ENGINE SERIAL NO.	41-18146 AIRCRAFT SERIAL NO.	3rd Bomb. Command COMMAND, COMB AREA OR DEPT.
(3) _____ ENGINE SERIAL NO.	_____	335 Bomb. Group GROUP NO AND TYPE
(4) _____ ENGINE SERIAL NO.	_____	474 Bomb. Sqdn. SQUADRON NO AND TYPE
TOTAL FLIGHT TIME : _____	_____	_____

DO NOT WRITE IN THIS SPACE

Chicago Municipal Airport
Chicago, Illinois
July 11, 1943

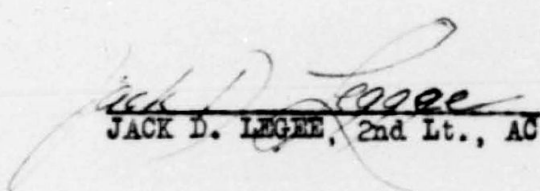
Following is unsworn statement of 2nd Lt. Jack D. Leggee, pilot of B-26B4 aircraft number 41-18146 involved in aircraft accident at Chicago Municipal Airport on July 11, 1943.

"Arrived at Chicago at approximately 09:45. Circled the field at 5,000 ft. and received landing instructions. Let down to approximately 2,000 ft. and went across runway and looked it over. We then went around and made approach over 31L, the longest runway on the field. The tower told us to go around and use 27L, the one they had originally told us to use.

Made an approach at 500 ft. on downwind leg, let wheels down on base leg, and put flaps down on final approach. We came abreast of hangars at end of runway approximately 100 ft. high, and with an air speed of 145 mph.

Plane was landed in first third of runway and brakes were immediately applied. Plane immediately started to skid, and didn't slow down enough in two thousand feet of runway with brakes fully applied, so air bottle was pulled approximately 1000 ft. from end of runway.

Plane skidded through fence at end of runway and nose wheel broke off. All switches were cut as soon as crash seemed inevitable. No damage to personnel. Nose of plane, and both props and engines will have to be replaced.

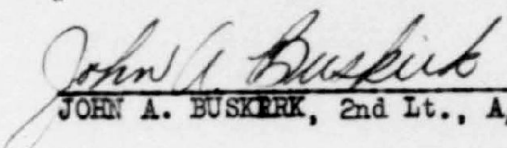

JACK D. LEGGEE, 2nd Lt., AC

Chicago Municipal Airport
Chicago, Illinois
July 11, 1943

Following is unsworn statement of 2nd Lt. John A. Buskirk, co-pilot of B-26B4 aircraft number 41-18146 involved in aircraft accident at Chicago Municipal Airport on July 11, 1943.

"We arrived at Chicago and circled to get landing instructions. The tower cleared us to land on runway 27L. We flew over the runway and the tower gave instructions to land on runway 31L. After we had made our approach to land on 31L, we were told to go around and land on 27L. We made our downwind leg for a landing on 27L, and came in on our approach after being cleared by the tower.

As soon as we landed, the tires began to slide. The pilot was using all the brakes possible. I saw that we would not be able to stop, and so I pulled the emergency air brake to try to stop before we reached the end of the runway. When I saw that the crash could not be avoided, I cut the mixture controls, and the pilot cut the switches.


JOHN A. BUSKIRK, 2nd Lt., A/C

Chicago Municipal Airport
Chicago, Illinois
July 11, 1943

Following is unsworn statement of S/Sgt. William L. Weissker, 14070304, Crew Chief on B-26B4 aircraft number 41-18146 involved in aircraft accident at Chicago Municipal Airport on July 11, 1943.

"Approached field at 5,000 ft. and received landing instructions to land on strip 27L. Made a circle to locate runway, and then went into our downwind leg. As soon as we lowered our landing gear and locked them, we entered our final approach. We were barely off the runway, and decided to try again. We did, received our ~~same~~ instructions, and landed. Immediately the tires slid. We could feel them slide rather than roll.

When we saw that we couldn't stop the plane by normal brake pressure, the co-pilot pulled the emergency air brake bottle. We could feel the air grab, but the plane still skidded. The pilot and co-pilot cut all switches and mixture controls, then the plane went through the fence.

Front portion of plane demolished, both engines and props need replacing. No personnel suffered any injury.

William L. Weissker S/Sgt P.C.
WILLIAM L. WEISSKER, S/Sgt, AC
14070304

DEPARTMENT OF COMMERCE
Civil Aeronautics Administration

AIRPORT TRAFFIC CONTROL ACCIDENT REPORT

Tower: Chicago Date of accident: July 11, 1943

Did you witness the accident? No Time of accident: 0944C

Number of fatalities and injured: 0 Number of aircraft involved: 1

Place of accident: Field boundary - west side of airport

Name of pilot involved and type of certificate (if available) not available

License number, make and model of aircraft involved: Army 18146 - B26

Location and path of aircraft at time of accident: Pilot had completed a
west landing on the east-west runway.

Damage to aircraft and property other than aircraft: unknown

Weather report current at the time of accident: Ceiling high overcast, lower
scattered at 7000, visibility 1 1/2 miles, light rain, light smoke.

Additional weather information as observed by the airport traffic controller: none

Indicate radio instructions or visual signals given to aircraft prior to accident:

At 0931C Army 18146 reported over the field at 5000' and was instructed to descend to 3000', maintain 3000'. Another aircraft landed at 0937C. Army 18146 was contacted and requested to report position and altitude, and the pilot reported he was 2 miles east of the field at 2000'. The aircraft was cleared to land on Runway 27 left. The aircraft circled the field and lined up to land on Runway 31 right, but since he was high over the runway, he was advised to pull up and go around for another landing. Instructions were then broadcast for the aircraft to land on Runway 31 left if the pilot so desired, and the runway length of 6500' was given. No reply was received. When the aircraft approached the southeast corner of the field, the pilot requested a clearance to land on Runway 27 left which clearance was given together with the runway length of 4700'.

Brief account of accident: The Army Operations Office later notified the Tower that Army 18146 had run into the fence, but that no one was injured nor was there any fire.

Date July 11, 1943

Geo. H. Miles
Airport Traffic Controller

OPERATIONS SCHEDULE
SQUADRON

DATE 7-11-43

A FLIGHT

MISSION SYMB. H.M.C.	Legge	Buskirk	Hanna	Weissker	Chatham	Krainak			
PLANE NO. _____									
TAKE-OFF <u>600</u>									
LAND <u>2330</u>									
TRANSITION _____									
DAY <u>10 hours</u>									
NIGHT _____									
LANDINGS <u>1</u>									
STRANGE FIELD _____									
LANDINGS <u>2</u>									
POWER-OFF _____									
APPROACH _____									
SINGLE ENG. _____									
AIR WORK _____									
STALLS _____									
INSTRUMENT _____									
BEAM WORK _____									
LET-DOWN & _____									
APPROACH _____									
INST. CHECK _____									
INST. NAV. <u>Leggee 2.0</u>									
INST. NAV. <u>Buskirk 2.0</u>									
NAVIGATION _____									
PILOTAGE NO. _____									
DEAD RECK. <u>Hanna 8.0</u>									
FOLLOW PILOT _____									
CELESTIAL _____									
BOMBING _____									
NO. HOURS _____									
NO. BOMBS _____									
ALTITUDE _____									
ESTIMATED _____									
CIRCULAR ERROR _____									
RADIO WORK _____									
LIAISON <u>Chatham 3.0</u>									
RADIO COMP. <u>Chatham 3.0</u>									
FORMATION _____									
NO. HOURS _____									
NO. MISSIONS _____									
GUNNERY _____									
NO. HOURS _____									

A CERTIFIED TRUE COPY:

James S. Percy
JAMES S. PERCY
Captain, Air Corps

BY - CHICAGO - BY - DISTANCE 700 Miles

ROUNDS FIRED _____

HOURS OF _____

SIGHTING & AIMING _____

REMARKS:

ALL TRAINING RECEIVED ON A FLIGHT MUST BE ACCURATELY RECORDED.

I CERTIFY THAT THE ABOVE IS A CORRECT REPORT OF EACH INDIVIDUAL'S TRAINING ON THIS FLIGHT.

PILOT

DEPARTURE AND ARRIVAL REPORT

OPERATIONS OFFICE: **BASE OPERATIONS**
ADDRESS: **BARKSDALE FIELD, LA.**

FLIGHT IDENTIFICATION NUMBER: _____
CLASSIFICATION OF FLIGHT: _____
CONTACT INSTRUMENT

SERIAL NUMBER: **42-11146** AIRPLANE MODEL: **B-26 B** HOME STATION: **B7**
ALTITUDE: **5000** ROUTE: **Dact** TO: **Chicago** ALTITUDE: _____ ROUTE: _____ TO: **in LS**
DESTINATION (AIRPORT): **Chicago Municipal** AIR SPEED: **200** PROPOSED TAKE OFF TIME: **0600** EST. TIME EN ROUTE: **4:00** HRS. FUEL ABOARD: **8:30** ALTERNATE AIRPORT: _____
RECEIVER ONLY: YES NO NO RADIO: TRANSMITTING FREQUENCIES: **6210 4495** KC: _____ KC: _____ KC: _____ KC: _____ KC: _____
REMARKS: _____

NAME, RANK AND DUTY OF CREW AND OTHER OCCUPANTS	
1 Loggins, J. D. 2LT P	7
2 Bushnell, J. A. 2LT C	8
3 Hanna, R. C. 2LT C	9
4 Wright, W. R. 2/394	10
5 Chatham, R. 7/394	11
6	12

FOR FORMATION FLIGHTS ONLY
NO. PLANES IN FLIGHT: **1** ALTITUDE COVERED BY FORMATION: HIGH _____ LOW _____ APPROX. FRONT: _____ ESTIMATED TIME REQUIRED TO LAND FORMATION IF INSTRUMENT FLIGHT: _____

WEATHER FORECAST FOR ROUTE (EST. TIME OF ARRIVAL: PLUS 2 HOURS)
WEATHER EXISTING: C N X
FORECAST: C N X
ALTERNATE AIRPORT AND ROUTE FORECAST: _____
SIGNATURE OF FORECASTER: _____
AAF FORM NO. 23A IS REQUIRED IS NOT REQUIRED

BAROMETER READING
THIS AIRPORT: _____
DESTINATION: _____
ALTERNATE AIRPORT: _____

CERTIFICATE
I certify that thorough consideration has been given by me to the necessary maps, contour strips, emergency Weekly Notice to Airmen, danger areas in air navigation, and weather conditions affecting the proposed flight. I have personally reviewed the latest weather map and other pertinent weather data available to me. Also, by discussing the route forecast with the Base Weather Forecaster, I have familiarized myself with the general weather conditions to be anticipated. I am familiar with the local flight rules and regulations and with Army Air Forces Regulations. I am familiar with the airplane to be flown and have read the operating instructions handbook on same, and have in my possession the necessary landing code. If an instrument clearance is necessary, I hold a rating as a qualified instrument pilot. I have ascertained that the airplane is equipped for instrument flying and has sufficient fuel aboard for the alternate specified, plus 45 minutes.
REMARKS: **CLEARANCE GOOD UNTIL** _____
LANDING CODE RECEIVED: YES NO INSTRUMENT RATING: YES NO COMMAND PILOT: SENIOR PILOT: PILOT: SIGNATURE OF PILOT: _____

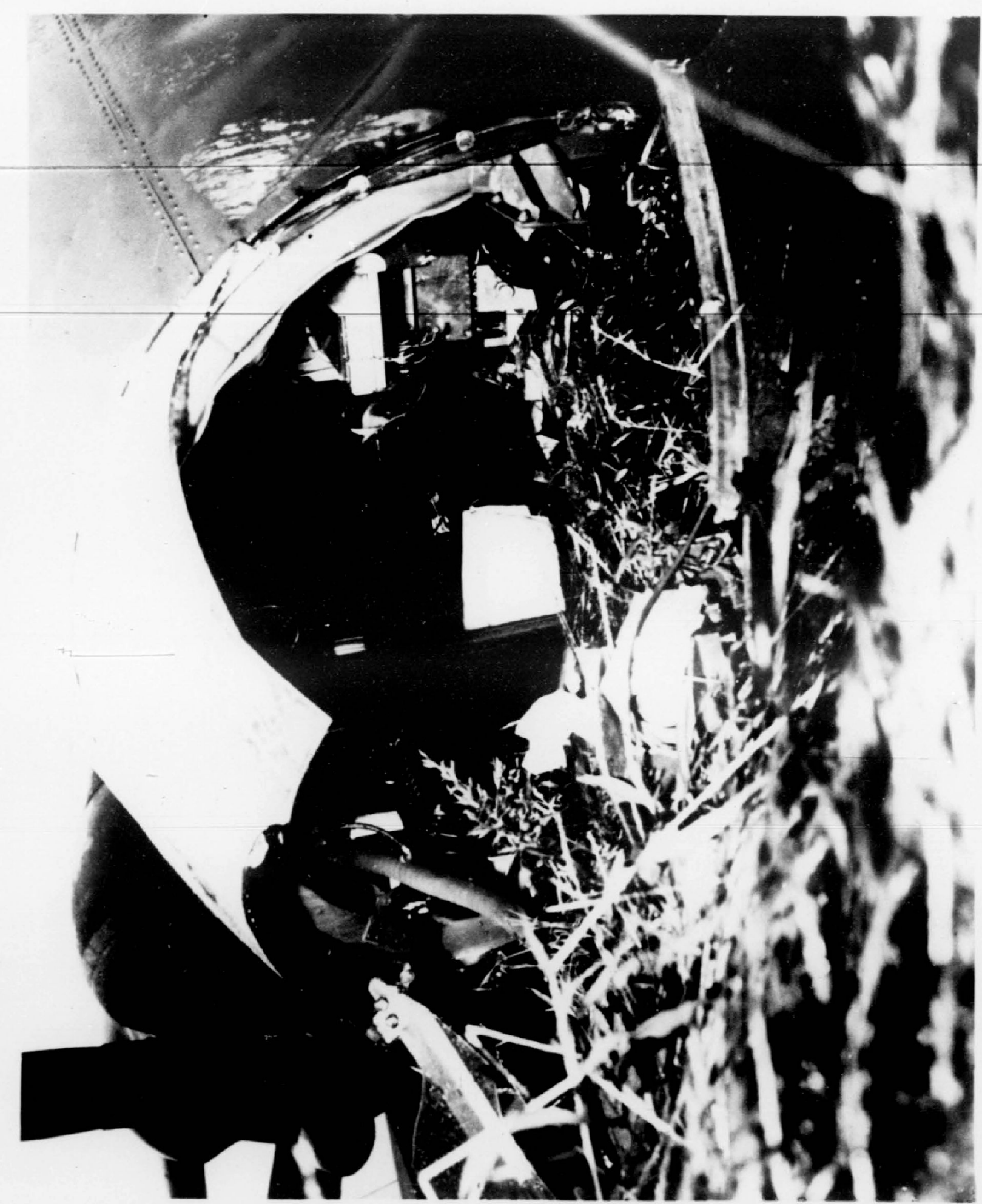
FLIGHT CLEARANCE AUTHORIZATION
FLIGHT PLAN SUBMITTED TO (CONTROL STATION): _____ TIME: _____ CLEARANCE AUTHORITY (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS): **WILLIAM B. WRIGHT, COL., A. C.**
TIME APPROVAL RECEIVED: _____ SIGNATURE: _____
TAKE OFF TIME REPORTED BY (CREWMAN): _____ TO (OPERATIONS): _____ CLEARANCE OFFICER-OPERATIONS OFFICER (NOT REQUIRED FOR COMMAND AND SENIOR PILOTS): **A. R. Goltz**
TAKE OFF TIME: _____ MESSAGE SENT BY: _____ TIME MESSAGE SENT: _____

ARRIVAL RECORD
THIS COPY TO BE GIVEN TO PILOT. Pilot will complete "Arrival Record" and present to line crewman meeting the arriving airplane, for his information. Line crewman will then forward immediately to the operations office. Some station will be notified in the event of an overnight stop.
TIME AND DATE OF ARRIVAL: _____ STATIONS TO BE NOTIFIED: _____ LINE CREWMAN'S SIGNATURE: _____
DESIRED TIME AND DATE OF DEPARTURE: _____ NEXT INTENDED STOP (AIRPORT): _____ WHERE PILOT CAN BE REACHED AT THIS STATION: _____ SERVICES REQUIRED: GASOLINE OIL _____



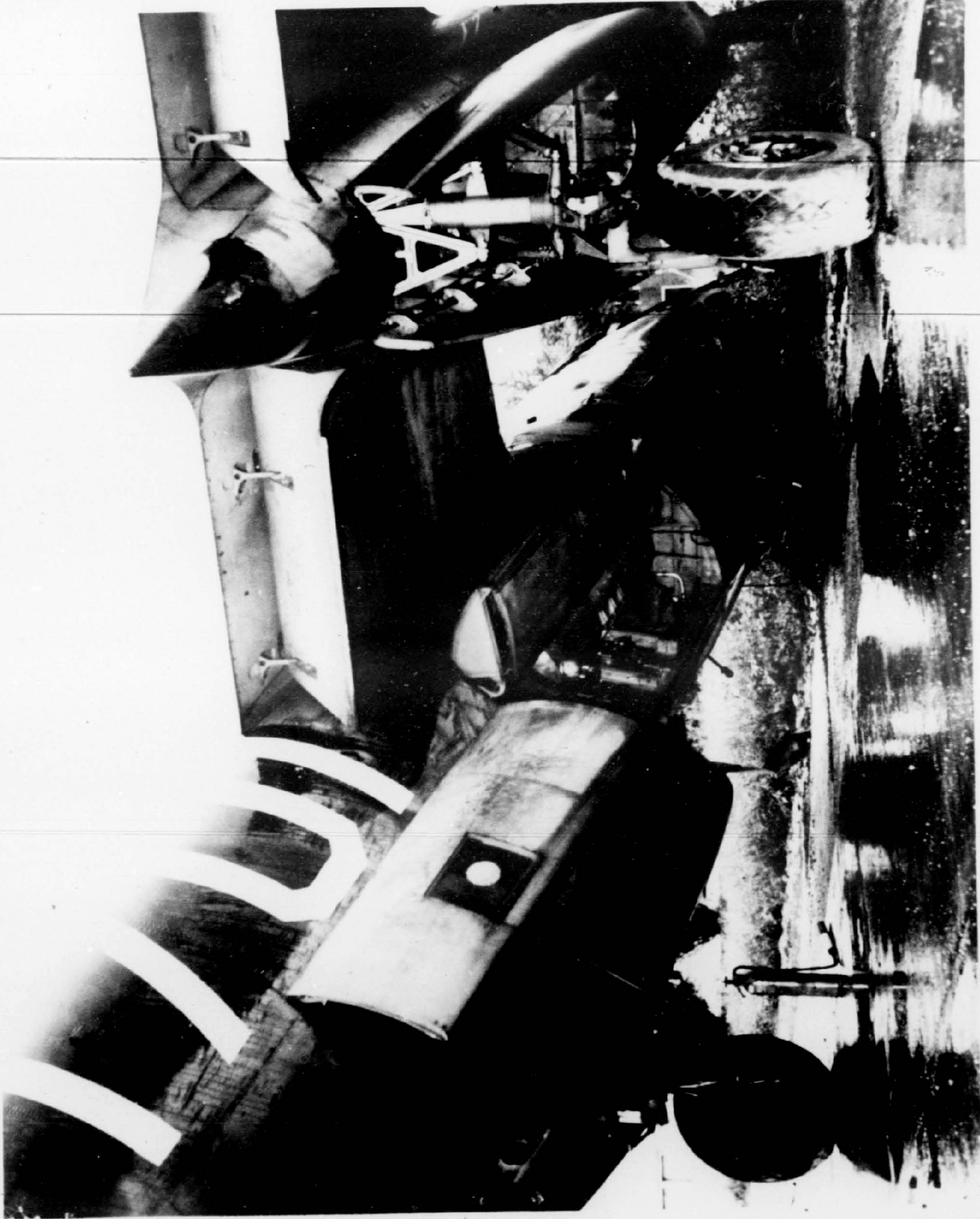












Accident No. 44-7-11-21

Date

Checked by [Signature] 7-24-43

Analyzed by MBS 7-24-43

Copied for Wright
Field by _____

Notes _____

- 06 Landing
- (Nature Group)
- (32 Overshooting and running
- (Specific Nature off the landing area.
- (61 Misjudged distance
- (51 Struck obstruction.
- (Underlying Nature
- 67 Slippery runway
- 02 65%, Pilot error - Technique
- (Cause Group
- 35 40% airport.
- (27 momentary lack of proficiency.
- (Specific Cause
- 88 airport - condition
- (12 Pilot error - Lack of alertness
- (Underlying Cause
- 98 airport - slick surface.

MBS