of Fenton, La. (2) Date 10 Contains August 10 - 10 - 2 (1) Place \_3\_Md\_a\_West\_of\_Fenton, La. 671st Bomb. Organization: (7) 3rd Bomb. Comd. (8) ... 416th Bomb. (9) .... (Group 3fd Til af di de PERSONNEL PERSONNEL CLASS NAME (Last name first) RATING SERIAL NO. RANK BRANCH DUTT (16) (17) (18) (19)(14)(1.5)(11) (12)(13)(10)Fatal4 01 None 3rd AF OLP 0=737103 2nd Lt. AC Holzscheiter, Fred E. Fatal 4 None AC 3rd AF. 0-749975 2nd Lt. 驗 McVay, Frederick H. 95 BN AC Fatal4 None 3rd AF Graham, Clyde E. 15014830 S/Sgt. 20 /G: (21) .0-737103. (22) ... 2nd Lt. (23) 01 (24) ... (Personnel class) (20) Holzscheiter. Fred (Last named Bomber Count. D(26) 416th (28) AAF. Lake Charles, La Assigned (25) 3rd Air Force 3rd Bonber Comd (30)/16th Bomb (31) (32) AAF Lake Charles, Ia. 671st Attached for flying (29) 3rd A12 Force FIRST PILOT HOURS: (at the time of this accident) 252:45. (42) Instrument time last 6 months. (38) This type ... 29150. (43) Instrument time last 30 days... (39) This model. 267:33. (44) Night time last 6 months..... (40) Last 90 days... 366210. (45) Night time last 30 days .... (41) Total..... AIRCRAFT DAMAGE (49) LIST OF DAMAGED PARTS DAMAGE Complete airplane to survey. 图 5 (46) Aircraft.... W.5 (47) Engine(s)... W.5 5 (48) Propeller(s)... (50) Weather at the time of accident ... High Overcast, 8 Mi. Visibility, Barometer Pressure 19.3, Temperature 71, Dew Point 60, Wird ENE 2 mph. Altimeter setting, 009 (51) Was the pilot flying on instruments at the time of accident ... (52) Cleared from Lake Charles, La (53) To Lake Charles, La (54) Kind of charance Contact (55) Pilot's mission ..... Attack mission in two-ship formation. Mid-air collision at approximately 700 Ft. Altitude. (56) Nature of accident . Indecision on Lt. Kempernolte's part as to whether to pull up or dive, (57) Cause of accident ... during which he pulled up and nosed down two or three times, apparently made definite decision on the parts of both pilots late in development, both deciding to pull up at the last second, which resulted in the mid-air collision,

58. Was Form #54 submitted? ... NO

WAR DEPARTMENT
U. S. ARMY AIR FORCES
PARTMENT
U. S. ARMY AIR FORCES
WAR DEPARTMENT
ACCIDENT NO.

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

On the day of the mid-air collision the problem was a simulated straffing mission on a convoy from the 416th Bomb. Gp. by a three-ship formation, the convoy having a two-ship protective cover of pursuit, though the airplanes were the A-20 type. The two-ship "pursuit" flight took off at approximately 0800 o'clock, and the attack formation took off at approximately 0830 o'clock. The attack flight in the conventional three-ship formation located the convoy approximately 3-1/2 Mi. West of Fenton, La., which was heading slightly Southwest on a Northeast-Southwest road, and slipped in under the protective "pursuit" element which did not see them until they were already attacking the convoy. After straffing the convoy, the attacking flight began a slight turn to the left and climbing at not over 500 Ft. per mimute estimated. The leader of the "pursuit" flight made his dive attack from the left of this formation slightly to the rear, and approximately 1000 Ft. above this flight, was going too far to the right, so banked sharply back to the left of the attack flight, and then, at an approximate bank of 40° and in a slight right turn, continued his attack dive toward the leader of the attack flight. The pilot in #3 position did not see the attacking airplane, but states he saw his lead pilot looking at the plane. The pilot in #2 position said he saw the attacking pilot flying in as described above, and thought the attacking pilot was getting dangerously close. Both wing pilots state that as their leader saw the attacking airplane that he leveled off, and then as the airplane came close, seemed to become uncertain as to what to do and made a series of two or three up and down movements with his airplane, and then suddenly pulled up very steeply, and after gaining approximately 20 Ft. the attacking airplane hit the nose-section of the leader's airplane at about its own right engine section; both airplanes went up higher into the air, approximately 50 to 75 Ft., the attacking airplane apparently exploding and catching fire in the right engine section, then the airplanes separated and fell to the ground. The pilot in #3 position saw only the contact, dived down slightly and to the left, and states the attacking airplane came so close that it or its slipstream shock his airplane. The pilot in #2 position dived down and to his right, heard multiple fragments of the two grashed airplanes hit his airplane, which was not disturbed otherwise, and was joined in formation shortly thereafter by the #3 pilot.

The above discription of the accident was substantially verified by Lt. Platter, the other "pursuit" pilot who had started but did not complete his attack dive, and by Capt. Murphy, MC, who was with the convoy.

Lt. Holsscheiter had flown approximately 93 Hrs. in the thirty days preceding the accident, but was the type who loved to fly and appearently was not adversely affected by excessive flying, didn't mind seeing the Flight Surgeon when he had flown excessively, and had just taken an examination a few days before the accident, and found to be in nor-

mal physical condition.

Lt. Kempernolte had been off flying status for some time because of some eye disability, and had been on flying status for only about four days, on a waiver from the Third Air Force and Army Air Forces, Washington, D.C., being classified as a Class II pilot, and was required to wear glasses while flying. It is not known whether he was wearing glasses at the time of the accident or not, as no one had taken cognisance of that fact, but it is known that he had two pairs of glasses for flying, one pair being found crushed in his pocket, and it is impossible to find the other pair. His eye disability is covered in the statement of Capt. Garland D. Murphy, Jr., MC.

CONCLUSION: 1. It is the opinion of the committee that the accident was the result of pilot error in judgment, in that Pilot Kemperaulte's indesision as to what to do resulted in confusing both pilots as to the other's intentions, and at the last moment

pulled up to such an extent that the resulting collision was unavoidable.

2. It is not believed that Lt. Kempernolte's eye disabilities had any part in causing the accident, personal element being the chief offender.

in causing the accident, personal element being the chief directors.

RECOMMENDATION: 1. Chose supervision of instructions to pilets regarding maneuvers during various types of missions, using accidents as above to impress pilot with need of following instructions, this policy being practiced intently by supervisor;

Personnel, Aloth Bomb. Generature College Accidents A. Major, A. Committee

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ADDRESS SERVICES

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PARISH OF CALCASIEU )

#### AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 13 October 1943, one 2nd Lt. Leonard R. McBride, AC, 0-747840, who being by me first duly sworn according to law, deposes and says:

We were in a three-ship formation led by Lt. Kempernolte, and we were attacking a convoy on a highway running Northeast of the Field. After making a pass at the convoy we started the gradual climb to the left, up to about 500 Ft. when the attacking ship came in from the left from about 1000 Ft. and about one-half mile away. I was on the right wing in the threeship formation, and I could see this ship coming in, and the formation leader seemed to be undecided whether to go up or down to let the attacking ship go over or under. At the last second he decided to go up and made an abrupt pull-up which carried him about 15 or 20 Ft. before the ships hit. About the time he started this pull-up I started a peel-off to the right. I then turned my attention to controlling my own ship, not seeing the actual collision, Looking back to the right I could see Lt. Holzscheiter's ship burning, high and to the right; it immediately dropped straight in. Lt. Kempernolte's ship looked as if it might be recovering, but immediately fell off on his left wing, going straight in. After hitting the ground it burst into flames. After circling the crash one time the other ship in formation joined my wing and then motioned me to return to the field and he continued to circle the crash. Parts of the plane struck my ship at the time of collision, but I didn't feel any affect on my plane. I returned to the field and reported the crash.

Further Deponent sayeth not.

LEONARD R. MCBRIDE 2nd Lt., Air Corps ASN 0-747840

Sworn and subscribed to before me this date, 13 October 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Notary Public

: SS

PARISH OF CALCASIEU )

#### AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 13 October 1943, one 2nd Lt. Everett T. Platter, AC, 0-747886, who being by me first duly sworn according to law, deposes and says:

I was wing man in the two-ship formation. We were to be flying pursuit cover for the convoy. It was agreed between the leader and me that he would attack first and I would remain above for a time to offer more cover. Due to this I was flying loose formation at about 500 Ft. above the leader. A three-ship formation was attacking the convoy, and the leader peeled off to the attack. The three ships successfully attacked the convoy, and turned slightly left. We attacked the three-ship formation from their left. I was about 500 Ft. higher than the leader and somewhere between one-half and three-fourths of a mile behind him at the time of the collision. Due to the fact that I was in a dive at the actual time of collision, the details were not clear; however, I saw particles from the two damaged ships flying around. I saw Lt. Holzscheiter's ship burst into flames and fall to the ground. By the time I looked back for the other plane, it was also on the ground. I circled the scene of the accident and called the Control Tower.

Further Deponent sayeth not.

EVERETT T. PLATTER 2nd Lt., Air Corps ASN 0-747886

Sworn and subscribed to before me this 13th day of October, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter Notary Public

PARISH OF CALCASIEU )

#### AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 13 October 1943, one 2nd Lt. Marion S. Street, AC, ASN 0-26323, who being by me first duly sworn according to law, deposes and says:

I was flying on Lt. Kempernolte's left wing in the three-ship formation. After we made our attack on the convoy we pulled up and turned to the left. We leveled off at about 500 Ft. As we leveled off I noticed that Lt. Kempernolte was looking at something to our left. I knew the convoy had fighter cover, and I figured that we were being attacked. Kempernolte seemed undecided as to what to do. He first started up and then went down. He repeated this a couple of times and finally pulled up to about a 45° angle when the other ship crossed in front of him and hit him. One of the engines of the ship that hit him exploded. The two ships were carried to the right by the impact, and then Holzscheiter's ship dropped straight in, and Kempernolte's ship floated for a little way and then dropped straight in. After it hit Kempernolte's ship caught fire. I got in formation with McBride and saw that he had several holes in his fuselage. I motioned for him to go back to the field, and I circled the wreckage until I saw that part of the convoy had reached it, then I returned to the Field.

Further Deponent sayeth not.

MARION S. STREET 2nd Lt., Air Corps

ASN 0-26323

Sworn and subscribed to before me this 13th day of October 1943 at Army Air Field, Lake Charles, La.

Iris E. Carter Notary Public

PARISH OF CALCASIEU )

#### AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 13 October 1943, one Capt. Garland D. Murphy, Jr., MC, 0-1702234, who being by me first duly sworn according to law, deposes and says:

On the 12th of September, Lt. Kempernolte came into the Group Dispensary at my request for an eye check. At that time it was found he had an uncorrected depth perception of 42 and an accommodation of 5.5 right and 6.0 left. All other visual tests were normal. On the basis of this examination Lt. Kempernolte was grounded. He was given several additional tests in the next four days and his accommodation and depth perception were found to be approximately the same. Consultation was requested for Major Randel, Chief of EENT Service, Station Hospital, L.C.A.A.F., Lake Charles, La. Refraction was done by Major Randel and correction was made and glasses fitted. With glasses Lt. Kempernolte's depth perception was found to be 19 mm. and accommodation 11.0 right and 11.5 left. This test was repeated on several occasions with glasses, and results the same. Papers were cleared through Third Air Force.

I was squadron medical officer for the 669th Squadron, and was following a convoy in an ambulance on Sunday, 10 October 1943. At approximately 0850 CWT the alarm was given that we were being attacked by air. We dismounted our trucks and scattered into the ditches and grass. In a few seconds a three-ship formation passed over us at an altitude of about 100 Ft. When they had reached a point about 1/4 Mile from us, I noticed a two-ship formation flying to my right, and the lead ship of the two-ship formation peeled off to the left and started in pursuit of the three-ship formation. When he was approximately even with the three-ship formation he pulled up to their left and above them. Then he peeled off to his right to the left of the three-ship formation. When he was directly in front of the three-ship formation it seemed as though the lead ship pulled up and the right side of the attacking ship struck the left side of the leader of the three-ship formation head-on. The attacking ship immediately burst into flames, and fell in a spin. The other plane seemed to glide into the trees and shortly after, smoke began to arise from where this plane had fallen.

Further Deponent sayeth not.

Garland D. MURPHY, JR.

Captain, M.C.

ASN 0-1702234

Sworn and subscribed to before me this 13th day of October, 1943, at Army Air Field, Lake Charles, La. Just Certis

Notary Public



(ESOSP-STSP)CRASHIA-20 & - 20 AC-UNITED STS (CR. VILLED GLS) (0-70-43-01:53)



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## HEADQUARTERS LAKE CHARLES ARMY AIR FIELD Office of the Commanding Officer

Lake Charles, La. 19 October 1943

SUBJECT: Aircraft Accident Report.

TO : Headquarters, Flight Control Command, Army Air Forces,

Winston-Salem, North Carolina.

Submitted herewith is report of accident officer of mid-air collision involving 2nd Lt. Robert F. Kempernolte, AC, ASN 0-685204, in A-20G Airplane, AF #42-86585, and 2nd Lt. Fred E. Holzscheiter, AC, ASN 0-737103, in A-20B Airplane, AF #41-2992, on 10 October 1943, at this station.

For the Commanding Officer:

2 incls. 2 AAF Forms #14 with incls.

### HEADQUARTERS ARMY AIR FORCES OFFICE OF FLYING SAFETY FOR INFO OFC MGMT

FOR ACTIONALU

WINSTON-SALEM, NORTH CAROLINA FOR FILE M&R

DATE 11 OCT 43

T.W.X.

TELEGRAM

WU14 LG GOVT WUX AAF LAKECHARLES LA 10 547PM COMMANDING OFFICER FLIGHT CONTROL COMMAND WINSTON-SALEM, NORTH CAROLINA

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OVERCAST 900 TO 10000 4 MILES VISIBILITY. G. 41-2992 A-20B AND

CONTINUED PAGE TWO ..

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HEADQUARTERS ARMY AIR FORCES FOR ACTION AID. OFFICE OF FLYING SAFETY FOR INFO OFC MGMT WINSTON-SALEM, NORTH CAROLINA FOR FILE MER. DATE 11 OCT 1943. T-W-X-TELEGRAM ancieft 5 Engine 53 CONTINUED PAGE TWO. 42-86585 A-20 G-20... ARMY AIR FIELD LAKECHARLES LA. H. COMPLETE LOSS BOTH AIRPLANES BURNED COMPLETELY. 1. J. NONE. TURNED OVER TO SOTH SUB-DEPOT ARMY AIR FIELD LAKECHARLES LOUISIANA. K. L. NONE . AFACG NOTIFIED. M. DICK COBOMGR 416. 01 Notest E. Kengernelte zind #1; # 95 John W. Lilow 2nd #1. # #4. PS. zre caus NG 1292:10-43 44-10-10

Accident No. 44-10-102-PRIOTIS Name Kemperholte, Robert E. Ol Naturo Group Collision in Midair 03 Specific Nature Simulated COMbat Winderlying Nature Pilot Struck obstruction 75% 0/ cause aroup Pilot Judgment 13 specific comes Momentary lapse of Mental efficiency lapse of Ozunderlying Cause Decision 25 % 08 cause aroup Other Personnel 42 speciese cause Pilatia other aircraft 53 Underlying Comes Judgment 25% Ad Plane (Fred E. Holzscheiter) OI PI POT JUDGMENT 13 MOMENTary lapse of efficiency

Accident No. 044-10-10-20
Checked by Mark 10-21-43  Analyzed by Mark 10-27-43  Copied for liright
Notes
1225:7-43

en a

# NAME AIR FORCE & COM. GROUP NO.\_ GROUP TYPE AIRCRAFT CODE 102028-43