

RESTRICTED 89

ACCIDENT No. _____

1-19-45

WAR DEPARTMENT
U. S. ARMY AIR FORCES

45-12-18-521

REPORT OF AIRCRAFT ACCIDENT

(1) Place Station A-55 (2) Date 18 December 1944 (3) Time 2145

AIRCRAFT: (4) Type and model A-26B-10 TD (5) A. F. No. 43-22292 (6) Station A-55
Organization: (7) 9th ED Ninth AF (8) 416 Bomb (L) (9) 669th 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	Willard, Jack A.	Pilot	0-760940	2nd Lt.	18	AC	Ninth AF	None	None

(20) Willard Jack (21) 0-760940 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 9th ED Ninth AF (26) 416 Bomb (L) (27) 669th Bomb (L) (28) A-55 Y300
(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 Dec 43 Present rating (35) Pilot (36) 5 Dec 43 Instrument rating (37) 21 March 44
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type	A-26	15:00	(42) Instrument time last 6 months	22:10
(39) This model	A-26B	15:00	(43) Instrument time last 30 days	00:00
(40) Last 90 days		29:55	(44) Night time last 6 months	15:30
(41) Total		177:05	(45) Night time last 30 days	00:00

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	No Damage
(47) Engine(s)	Left Engine Sudden Stoppage
(48) Propeller(s)	Both Propellers Bent

(50) Weather at the time of accident Visibility generally 3 miles with patches of ground fog. No clouds.

(51) Was the pilot flying on instruments at the time of accident No.
(52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance "J" Form /

(55) Pilot's mission Local Night Transition

Nature of accident Landing Accident.

(57) Cause of accident Bad airfield conditions, pilot error in technique, poor weather, and handling qualities of aircraft concerned.

(58) Has the 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:

At 2140, 18 December 1944, Lt. Willard made a landing in aircraft A-26B, number 43-22292. He had been recalled because of enemy intruders. There was no time to change the direction of landing. Consequently, the landing was made on a wet runway, in a light ground fog, with a slight tail wind of 5-6 miles per hour. The aircraft was landed approximately 20-25 M.P.H. faster than the normal landing speed of the A-26. Consequently, when the pilot attempted to stop he skidded off the end of the wet runway. The runway shoulder was unservicable because of a soft, filled bomb crater. Consequently, the nose wheel bogged down, both propellers were bent, and the left engine sustained sudden stoppage.

RESPONSIBILITY:

- 50 percent - Airfield conditions - Wet runway and unservicable shoulder.
- 20 percent - Pilot error - Error in technique. Although he had been warned that he was landing slightly downwind, Lt. Willard landed faster than normal. Also, he did not cut the mixture control to make use of the breaking force of the windmilling propellers.
- 10 percent - Weather - Poor ground visibility.
- 20 percent - Handling qualities - This aircraft has pronounced tendencies to veer and skid, and is exceedingly difficult to stop on a wet runway.

RECOMMENDATIONS:

Pilots should be cautioned to land as slowly as possible when a downwind landing is necessary.

INCLOSURES: 4

- Incl. 1 - Statement of Pilot.
- Incl. 2 - Statement of Flying Control Officer.
- Incl. 3 - Statement of Airfield Controller.
- Incl. 4 - Photograph

APPROVED:

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

4
 J
 01
 02
 80
 82

Richard E. Shaffer
 RICHARD E. SHAFFER

Signature (Investigating Officer)

Captain, Air Corps,

INVESTIGATING OFFICER.

Date 24 December 1944

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S T A T E M E N T

18 December 1944

Statement of JACK A. WILLARD, 2nd Lt., Air Corps, Serial No. 0-760940.

A-26 nose-over off end of runway 29 at 2150 hours, 18 December 1944.

A-26B-10, Aircraft Serial No. 43-22292, was called in to land. I called in to the tower at 1500 feet above the terrain and made a normal traffic pattern, calling on the base and downwind legs. At request, I also called when I turned to make the final approach. The approach was made at 145 mph. with 3/4 flaps with a tail wind of 3-4 mph. As soon as I cut the throttles, I immediately dropped the remaining flaps. The wheels touched between the 3rd and 4th runway lights at 130-135 mph. Landing lights were used during the entire landing procedure. As soon as the wheels touched, I began working the brakes lightly and increased application pressure as the runway distance closed. The wheels had a great tendency to skid and the airplane to veer. I realized I wouldn't be stopped by the end of the runway so I steered so as to miss a red light at the end of the runway. When the airplane went into the turf at the end of the runway she began to turn left and this was remedied with right brake when the nose wheel dug in a bomb crater and the plane came to rest. I immediately cut the switches after calling the tower for assistance.

Jack A. Willard
JACK A. WILLARD,
2nd. Lt., Air Corps.

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S T A T E M E N T

All pilots were called on R/T previous to landing and informed that there was a slight tail wind. When A/C #292, pilot, Willards landed he had been informed previously of situation.

Harry E. McClellan

HARRY E. Mc CLELLAN,
1st Lieut., Air Corps,
F. C. O.

Ind. # 3

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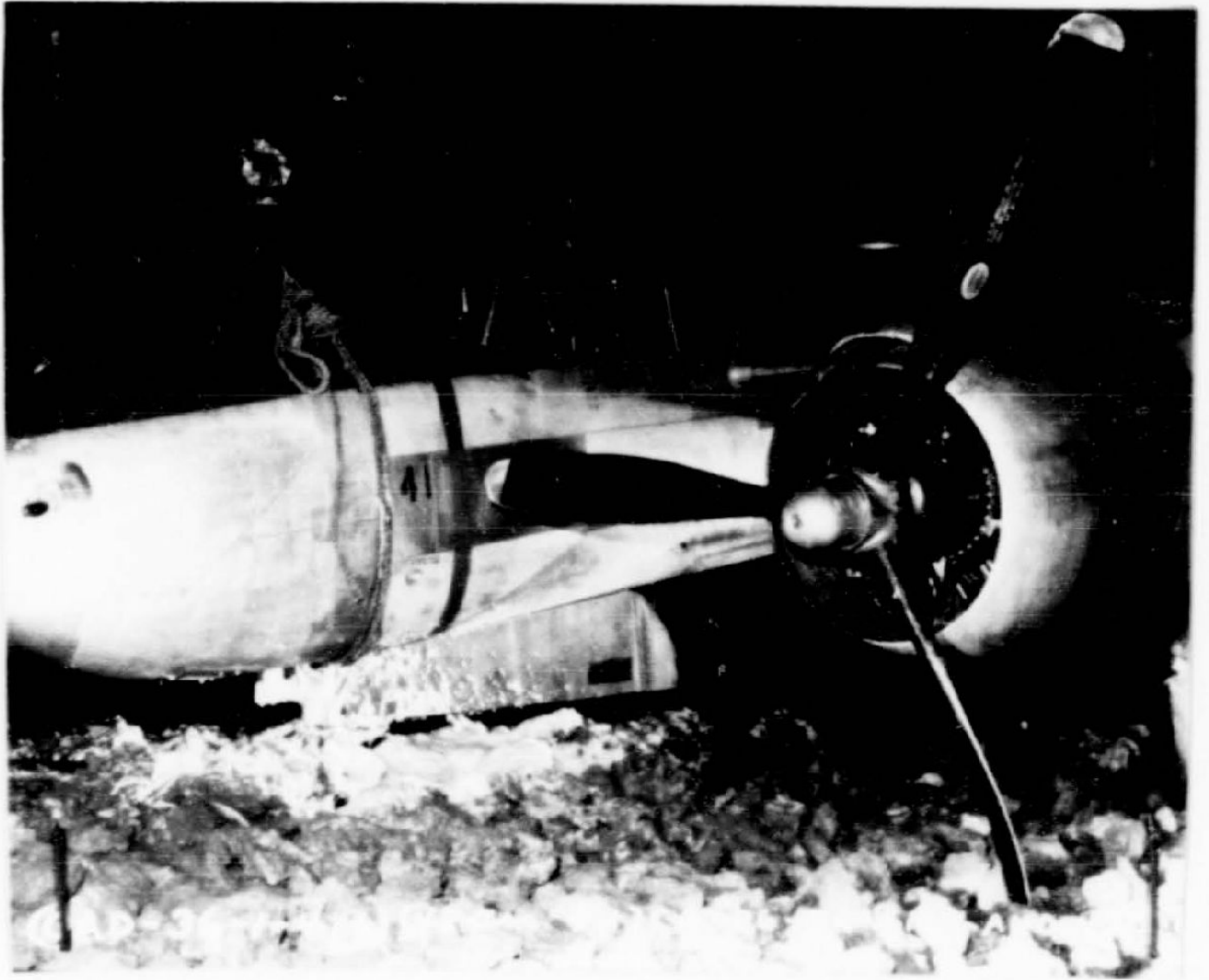
S T A T E M E N T

The following statement is made regarding the accident of A/C #292, piloted by Lt. Willards:

Lt. Willards in A/C #292 landed at 2145 after making an apparently normal approach and landing. The aircraft touched down at a point of between two and three hundred yds. into the R/W. In the opinion of the undersigned the above mentioned A/C did not make an unusually fast landing.

Ellis L. Harlow
Ellis L. Harlow, 31199586,
Corporal, Air Corps,
Airfield Controller.

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

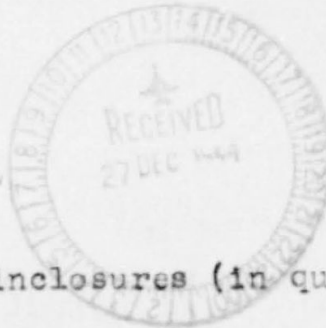
APO 140, U.S. Army,
25 December 1944.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Bombardment Division (M),
APO 140, U.S. Army.

Transmitted herewith is AAF Form 14 in quadruplicate on aircraft accident of Lt. Jack A. Willard, 18 December 1944, in aircraft A-26 ASN 43-22292.

For the Commanding Officer:



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

Incls:

AAF Form 14 with inclosures (in quadruplicate).

360.33

1st Ind.

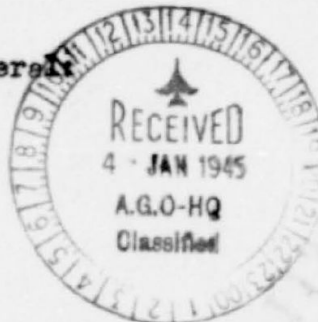
E-Q-3

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 30 December 1944.

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 27 November 1944.

For the Commanding General:



C. C. Vega, Jr.
C. C. VEGA, Jr.,
LT. COLONEL, A.C.
ADJUTANT GENERAL

5 Incls: n/c (1 cy ea w/d)

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*36033

2nd Ind.

E-PJM-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 8 January 1945.

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

Report and recommendation of Aircraft Accident Officer approved.

For the Commanding General:

S.V. HESLIN,
Major, A.S.D.,
Asst Adj. Gen.

1137

5 Incls: (2 cys ea w/d)

3989:10-440FS

Accident No. 45-12-18-521

Date 1-24-45

Checked by MAD

Analyzed by SEE 2-5

Copied for Wright
Field by _____

Notes _____

3989:10-440FS