

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place *3 Mi. West of Fenton, Ia.* (2) Date *10 October 1943* (3) Time *0852 OWT*

AIRCRAFT: (4) Type and model *A-20G-20* (5) A. F. No. *42-86585* (6) Station *AAF, Lake Charles, La.*
Organization: (7) *3rd Bomb. Comd.* (8) *416th Bomb. (Group)* (9) *669th Bomb. (Squadron)*

PERSONNEL *BILL* *BILL* *8860*

DATE	NAME (Last name first)	GRADE	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	STATUS OF PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
<i>01 P</i>	<i>Kempferolte, Robert E.</i>	<i>P</i>	<i>0-685204</i>	<i>2nd Lt.</i>	<i>01</i>	<i>AC</i>	<i>3rd AF</i>	<i>Fatal</i>	<i>None</i>
<i>95 BN</i>	<i>Wisdom, John W.</i>	<i>BN</i>	<i>0-747687</i>	<i>2nd Lt.</i>	<i>01</i>	<i>AC</i>	<i>3rd AF</i>	<i>Fatal</i>	<i>None</i>



PILOT CHARGED WITH ACCIDENT

(20) *Kempferolte, Robert E.* (21) *0-685204* (22) *2nd Lt.* (23) *01* (24) *AC*
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) *3rd Air Force* (26) *416th Bomb. (Group)* (27) *669th Bomb. (Squadron)* (28) *AAF, Lake Charles, La.*
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) *3rd Air Force* (30) *416th Bomb. (Group)* (31) *669th Bomb. (Squadron)* (32) *AAF, Lake Charles, La.*
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) *Pilot* (34) *26 Jun 43* Present rating (35) *Pilot* (36) *26 Jun 43* Instrument rating (37) *---*
(Rating) (Date) (Rating) (Date)

First Pilot Hours:

(38) This type	97:10	(42) Instrument time last 6 months	12:05
(39) This model	70:00	(43) Instrument time last 30 days	0
(40) Last 90 days	102:40	(44) Night time last 6 months	14:15
(41) Total	102:40	(45) Night time last 30 days	1:45

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	<i>Complete Airplane to survey</i>
(47) Engine(s)	<i>5 5</i>
(48) Propeller(s)	<i>5 5</i>

(50) Weather at the time of accident *High overcast, 8 Mi. visibility, Barometer Pressure 19.3, Temperature 71, Dew Point 60, Wind ESE 2 mph, Altimeter setting, 009*

(51) Was the pilot flying on instruments at the time of accident *NO*
(52) Cleared from *Lake Charles, La.* (53) To *Lake Charles, La.* (54) Kind of clearance *Contact*

(55) Pilot's mission *Attack mission in three-ship formation.*

(56) Nature of accident *Mid-air collision at approximately 700 Ft. Altitude.*

(57) Cause of accident *Indecision on Lt. Kempferolte's part as to whether to pull up or dive, 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.*

DESCRIPTION OF ACCIDENT

(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 strafing 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 strafing the convoy, the attacking flight began a slight turn to the left and climbing at not over 500 Ft. per minute 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 airstream shook his airplane. The pilot in #2 position dived down and to his right, heard multiple fragments of the two crashed airplanes hit his airplane, which was not disturbed otherwise, and was joined in formation shortly thereafter by the #3 pilot.

The above description 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. Holscheiter had flown approximately 93 Hrs. in the thirty days preceding the accident, but was the type who loved to fly and apparently 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 normal physical condition.

Lt. Kespernolte 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 cognizance 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 Kespernolte's indecision 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. Kespernolte's eye disabilities had any part in causing the accident, personal element being the chief offender.

RECOMMENDATION: 1. Close supervision of instructions to pilots regarding maneuvers during various types of missions, using accidents as above to impress pilots with need of following instructions, this policy being practiced tentatively by Supervisory Personnel, 416th Bomb. Gp.

Walter L. Pursley
WALTER L. PURSLEY, Major, AC, Member Acc. Com.

Sidney A. Grice
SIDNEY A. GRICE
Major, Air Corps
Pres. Acc. Committee

John G. Napier
JOHN G. NAPIER, Capt., AC, Member Acc. Com.

Date 13 October 1943

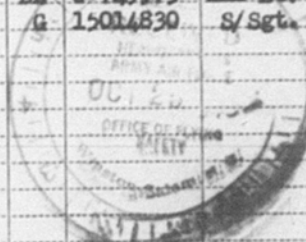
WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

88-053 *Two Plans*
Rates
4-10-10-2

(1) Place 3 Mi. West of Fenton, La. (2) Date 10 October 1943 (3) Time 0852 CWT
AIRCRAFT: (4) Type and model A-20B (5) A. F. No. 41-2992 (6) Station AAF, Lake Charles, La.
Organization: (7) 3rd Bomb. Comd. (8) 16th Bomb. (9) 671st Bomb.
(Command and Air Force) *(Group)* *(Squadron)*
3rd Air Force PERSONNEL BLL BLL 8860

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)
<i>01</i> P	Holzschleiter, Fred E.	P	0-737103	2nd Lt.	01	AC	3rd AF	Fatal	None
<i>75</i> BN	McVay, Frederick H.	BN	0-749975	2nd Lt.	01	AC	3rd AF	Fatal	None
<i>64</i> G	Graham, Clyde E.	G	15014830	S/Sgt.	20	AC	3rd AF	Fatal	None



(20) Holzschleiter, Fred E. (21) 0-737103 (22) 2nd Lt. (23) 01 (24) AC
(Last name) *(First name)* *(Middle initial)* *(Serial number)* *(Rank)* *(Personnel class)* *(Branch)*
Assigned (25) 3rd Air Force 3B (26) 16th Bomb. (27) 671st Bomb. (28) AAF, Lake Charles, La.
(Command and Air Force) *(Group)* *(Squadron)* *(Station)*
Attached for flying (29) 3rd Air Force (30) 16th Bomb. (31) 671st Bomb. (32) AAF, Lake Charles, La.
(Command and Air Force) *(Group)* *(Squadron)* *(Station)*
Original rating (33) Pilot (34) 6 Feb 43 Present rating (35) Pilot (36) 6 Feb 43 Instrument rating (37) - - -
(Rating) *(Date)* *(Rating)* *(Date)* *(Date)*

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

(38) This type	252:45	(43) Instrument time last 6 months	- - -
(39) This model	29:50	(43) Instrument time last 30 days	- - -
(40) Last 90 days	267:33	(44) Night time last 6 months	- - -
(41) Total	349:18	(45) Night time last 30 days	- - -

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W5</u>	Complete airplane to survey.
(47) Engine(s) <u>W5</u> <u>5</u>	
(48) Propeller(s) <u>W5</u> <u>5</u>	

(50) Weather at the time of accident High overcast, 8 Mi. Visibility, Barometer Pressure 19.3, Temperature 71, Dew Point 60, Wind ENE 2 mph. Altimeter setting, 009
(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Lake Charles, La. (53) To Lake Charles, La. (54) Kind of clearance Contact
(55) Pilot's mission Attack mission in a two-ship formation.
(56) Nature of accident Mid-air collision at approximately 700 Ft. Altitude.
(57) Cause of accident Indecision on Lt. Kemperholte's part as to whether to pull up or dive, 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.

STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

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, O-747840, who being by me first duly sworn according to law, deposes and says:

We were in a three-ship formation led by Lt. Kempernlte, 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 three-ship 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. Kempernlte'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
LEONARD R. McBRIDE
2nd Lt., Air Corps
ASN O-747840

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

Iris E. Carter
Iris E. Carter
Notary Public

My commission expires with life.



RESTRICTED

(63054-5150) CRASH (A-20 G-20 AC-12-01-055) (42-416-00669) (10-10-43-08:53)
(64-13-FB) (516-01-05) LAKE CHARLES, LA.



RESTRICTED

(63054-5150) CRASH (A-20 G-20 AC-42-11005) (GR. 416-20 669) (10-10-43-08:53)
(64-150-F8) (1576-AR-6) LAKE CHARLES, LA.



RESTRICTED

(63054-5750) CRASH (A-20 G-20 AC-119-2005) (42.416-20 669) (10-10-43-08:53)
(64-150-F8) (5760-A-5) LAKE CHARLES, LA.

63052 575P CRASH (

100' 1/20-F8) 15100 2411

REST

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2

23-3-97



G3052 575P) CRASH (1
(1/4" 1/50-FB) 1570 AL
REST





G3052 575 P) CRASH (

1/50 F8) 1570

REST

HEADQUARTERS
LAKE CHARLES ARMY AIR FIELD
Office of the Commanding Officer

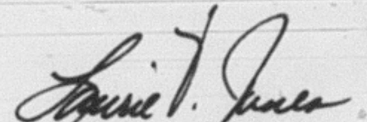
Lake Charles, La.
19 October 1943

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. Kempernlte, AC, ASN O-685204, in A-20G Airplane, AF #42-86585, and 2nd Lt. Fred E. Holzscheiter, AC, ASN O-737103, in A-20B Airplane, AF #41-2992, on 10 October 1943, at this station.

For the Commanding Officer:


LOUIS V. JONES
1st Lt., Air Corps
Adjutant

2 incls.
2 AAF Forms #14
with incls.

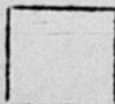
51 Fred E. Holzschutter 2nd Lt. 4
95 Frederick H. McVay 2nd Lt. 4
64 Clyde E. Graham S/Sgt. 4

9-209 20

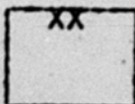
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU.
FOR INFO OFC MGMT
FOR FILE M&R.

DATE 11 OCT 1943.



T.W.X.



XX

TELEGRAM

CONTINUED PAGE TWO.

*Aircraft 5
Engine 55
Prop 52*

42-86535 A-20 G-20..

- H. ARMY AIR FIELD LAKECHARLES LA.
- I. COMPLETE LOSS BOTH AIRPLANES BURNED COMPLETELY.
- J. NONE.
- K. TUNED OVER TO 50TH SUB-DEPOT ARMY AIR FIELD LAKECHARLES LOUISIANA.
- L. NONE.
- M. AFACG NOTIFIED.

DICK COBOMGR 416.

*01 Robert E. Kemperalte 2nd Lt. 4
95 John W. Lidow 2nd Lt. 4*

#4.

PS.

*NG
01*

for cause

12921 10-43

44-10-10-2

Accident No. 44-10-102

Pilot's Name Kemperholte, Robert E.

- 01 Nature Group Collision in mid air
- 03 Specific Nature Simulated combat
- 64 Underlying Nature Pilot struck obstruction while in air
- 75% 01 Cause Group Pilot Judgment
 - 13 Specific Cause Momentary lapse of mental efficiency
 - 02 Underlying Cause Decision
- 25% 08 Cause Group Other Personnel
 - 42 Specific Cause Pilot in other aircraft
 - 53 Underlying Cause Judgment
- 25% 2nd plane (Fred E. Holzschetter)
 - 01 Pilot Judgment
 - 13 Momentary lapse of efficiency
 - 02 Judgment

Accident No.

44-10-10-2

Date

Checked by

Monty 10-26-43

Analyzed by

MMR 10-27-43

Copied for Wright

Field by

Notes

1225:9-43

NAME

2 crew

AIR FORCE & COM.

3 3B

GROUP NO.

416

GROUP TYPE

BLL

AIRCRAFT CODE

2

1020:8-43