

RECEIVED
NOV 11 1942
HEADQUARTERS
AIR FORCE
WASHINGTON, D. C.

REPORT OF AIRCRAFT ACCIDENT

(1) Place of accident: *near Bear Field, Ind.*
 (2) Date: *13-10-31-42*
 (3) Type and model of aircraft: *P-26B*
 (4) Name of pilot: *Miller, Albert J.*
 (5) Name of observer: *None*
 (6) Name of instructor: *None*
 (7) Name of flight instructor: *None*
 (8) Name of flight instructor: *None*
 (9) Name of flight instructor: *None*
 (10) Name of flight instructor: *None*

01-P
04-C
04-C
04-C
04-C

Dir	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
	<i>Miller, Albert J.</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>
	<i>Thompson, Robert S.</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>
	<i>Collins, Kenneth G.</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>
	<i>Hilton, Battle C.</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>
	<i>Smith, Ragan H.</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>	<i>10100000</i>

RECEIVED

(20) Name of pilot: *Miller, Albert J.*
 (21) Name of observer: *None*
 (22) Name of instructor: *None*
 (23) Name of flight instructor: *None*
 (24) Name of flight instructor: *None*
 (25) Name of flight instructor: *None*
 (26) Name of flight instructor: *None*
 (27) Name of flight instructor: *None*
 (28) Name of flight instructor: *None*
 (29) Name of flight instructor: *None*

Attached for flying (30) *None* (31) *None* (32) *None*
 Original rating: *1st Lt*
 First Pilot Rating: *None*
 (33) This type: *15:00* (34) Instrument time last 6 months: *None*
 (35) This model: *15:00* (36) Instrument time last 30 days: *None*
 (37) Total hours: *30:00* (38) Total hours: *None*
 * Link, Training Time: *57:00*, was

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(48) Aircraft: <i>1</i>	<i>See Attached List</i>
(47) Engine(s): <i>1</i>	
(49) Propeller(s): <i>1</i>	

(50) Weather at the time of accident: *See attached summary*

(51) Was the pilot flying on instruments at the time of accident: *No*
 (52) Cleared from: *Bear Field, Ind.* (53) To: *Local* (54) Kind of clearance: *CER*

(55) Pilot's mission: *Formation with another P-26B*

Nature of accident: *Pilot error*
50 *75* *15* *37* *42*

Causes of accident: *Pilot error*
 45% Careless flying
 35% Poor technique
 20% Instrument
05 *02* *31* *34* *17* *77* *13* *42*

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT



(1) Name of aircraft: Y-10 (2) Date of accident: 10-31-40
(3) Type of aircraft: Y-10 (4) Type of mission: Training
(5) Name of pilot: Smith, Robert H. (6) Name of observer: Miller, Albert

01-P
04-C
04-M
04-R
04-S

Name	Grade	Serial No.	Branch	Signature
Miller, Albert	1st Lt	100501	AFSC	[Signature]
Smith, Robert H.	1st Lt	100502	AFSC	[Signature]
Thompson, Robert	1st Lt	100503	AFSC	[Signature]
Collins, Kenneth	1st Lt	100504	AFSC	[Signature]
Hilton, Battle C.	1st Lt	100505	AFSC	[Signature]

(7) Name of pilot: Smith, Robert H.
(8) Name of observer: Miller, Albert
(9) Name of aircraft: Y-10
(10) Name of engine: Pratt & Whitney
(11) Name of propeller: Curtiss

(12) Description of accident: Engine failure during climb
(13) Cause of accident: Engine failure
(14) Nature of accident: Engine failure
(15) Nature of accident: Engine failure
(16) Nature of accident: Engine failure
(17) Nature of accident: Engine failure
(18) Nature of accident: Engine failure
(19) Nature of accident: Engine failure
(20) Nature of accident: Engine failure

DAMAGE	(21) LIST OF DAMAGED PARTS
(46) Aircraft: <u>1</u>	See attached list
(47) Engine(s): <u>1</u>	
(48) Propeller(s): <u>1</u>	

(50) Weather at the time of accident: See attached summary

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

(52) Cleared from Base Field, Ind. (53) To Local (54) Kind of clearance: CR

(55) Pilot's mission: Formation with another Y-10

Nature of accident: Engine failure

05-11-40

05-11-40

05-11-40

05-11-40

DESCRIPTION OF ACCIDENT

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

On October 31, 1942, B-26B2, #1-17942, took off from Baer Field, Fort Wayne, Indiana, on a local training flight. Pilot, A. J. Miller, O-79060, flew to Chicago by radio compass, meeting another B-26 there as previously arranged, and flew formation with the other ship to a distance of approximately 90 miles South of Chicago where they broke up and headed for home. Pilot Miller tuned his radio compass on Fort Wayne Radio and headed in the general direction of Fort Wayne. Since the pilot did not have maps on the ship, he was not definite as to his location or the location of Fort Wayne. After flying past his estimated ETA, he discovered the radio compass was not functioning properly as it continued to point to the left causing the pilot to fly in circles. The pilot was able to contact Baer Field Tower after he discovered he was lost and radio contact with them until his landing at Dayton Municipal Airport. A radio contact with Baer Tower was had at all times. The pilot states he did not use any radio beam for orientation due to overlapping of signals. Pilot Miller flew until he picked up the Indianapolis-Dayton light line which he followed to Dayton Municipal Airport. Not having radio contact with Dayton Airport, the pilot made four approaches to the field at 2000, 1500, and 1000 feet to look the field over, deciding to land to the South due to wind and approach obstructions on the other runways. On his final approach, the pilot states his red warning fuel light came on indicating that there was less than 50 gallons of gasoline in each tank. (This Board finds there is actually 40 gallons left in each tank when the red light flashed.)

In his attempt to land, the pilot undershot the runway, hitting a small ditch at the edge of the airport, tearing the main and left wheel off. The ship skidded to a halt at the beginning of the runway and stopped. None of the occupants were injured.

Upon investigation, it was found this was the pilot's first flight from Baer Field, that he did not have any previous night time (excluding flying school), and he had taken off with no maps and only an August, 1941, Radio Facilities Chart, relying on his radio compass to lead him home. Had the pilot had maps and followed his course, he would not have become lost from the malfunction of his radio compass.

It is the opinion of this Board that the pilot could have prevented the accident had he not become lost, and secondly, if he had given the ship 1000 feet when he saw he was undershooting.

RECEIVED
NOV 14 PM 1 36
H. A. F. FLYING SAFETY

See attached list

See attached summary

Fort Wayne Ind. 11-1-42

[Handwritten signatures and stamps]
R. L. MURPHY, JR.

November 9, 1942

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	10/31/42 M		Bear Field														
DAILY	10/31/42 M		Bear Field														
25 HOURS	25:00			1ST		900		120		120							
50 HOURS	50:00			2ND	45	960	12	120	12	120							
100 HOURS	100:00			3RD													
				4TH													
				5TH													

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

STATUS TODAY				EXPLANATION: Carb. Air Temp. Gage Out.
1.	2.	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 AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT _____

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

PILOT NOTE: 300 gals. only in left main tank. Mayer.
Filled left main tank - Douglass.

AIRPLANE AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	20:45	20:45		
HOURS TO DATE				
TOTAL				
OIL CHANGE DUE				
CAND CLEANING DUE				
	HOURS TO DATE			
AIRPLANE	HOURS TODAY		20:45	
	TOTAL			

A. L. TIKER, Jr.
 2nd Lieut., Air Corps

ENGINE DATA		AIRPLANE DATA		AIRPLANE ORG. DATA	
(1) ENGINE SERIAL NO.	012-1542	(1) AIRPLANE SERIAL NO.	11-1772	(1) CHASSIS SERIAL NO.	10/42
(2) ENGINE SERIAL NO.	012-1542	(2) AIRPLANE SERIAL NO.	11-1772	(2) CHASSIS SERIAL NO.	BEAR FIELD STATION
(3) ENGINE SERIAL NO.	012-1542	(3) AIRPLANE SERIAL NO.	11-1772	(3) CHASSIS SERIAL NO.	
(4) ENGINE SERIAL NO.	012-1542	(4) AIRPLANE SERIAL NO.	11-1772	(4) CHASSIS SERIAL NO.	
(5) ENGINE SERIAL NO.	012-1542	(5) AIRPLANE SERIAL NO.	11-1772	(5) CHASSIS SERIAL NO.	
(6) ENGINE SERIAL NO.	012-1542	(6) AIRPLANE SERIAL NO.	11-1772	(6) CHASSIS SERIAL NO.	
(7) ENGINE SERIAL NO.	012-1542	(7) AIRPLANE SERIAL NO.	11-1772	(7) CHASSIS SERIAL NO.	
(8) ENGINE SERIAL NO.	012-1542	(8) AIRPLANE SERIAL NO.	11-1772	(8) CHASSIS SERIAL NO.	
(9) ENGINE SERIAL NO.	012-1542	(9) AIRPLANE SERIAL NO.	11-1772	(9) CHASSIS SERIAL NO.	
(10) ENGINE SERIAL NO.	012-1542	(10) AIRPLANE SERIAL NO.	11-1772	(10) CHASSIS SERIAL NO.	
TOTAL FLIGHT TIME					

PILOT'S STATEMENT

November 1, 1942

Record of B-26B2 (Serial #1-17912) Flight - 10/31/42

Take-off Time: 13:45

Type of Flight & Purpose: Local flight, formation with another B-26B;
time of proposed flight - 4 hrs.

Record of Flight: Fuel for 5-1/2 hrs of flying; took off, circled field in an attempt to pick up the other B-26B; weather conditions were bad for seeing other ships, so headed for Chicago on radio compass where weather conditions were reported good. Over Chicago picked up the other ship and flew formation about 1 hr. The radio compass was set for Ft Wayne radio beam and flew according to it. After the E.T.A. was out the compass veered to the left continuously and the mountainous country below indicated that we were far from Ft Wayne. Baer Field tower was immediately called and the situation explained. Several attempts were made to read the name of a medium size city which seemed to be Swainsville (may not be spelled correctly). The gas was down to 100 gals in each tank.

Baer Field tower was called and told that the compass was going to be used and if no fields came in sight the crew would jump. The radio beams were tried but there was an overlapping of signals making its use worthless.

A light line was picked up until an airport was sighted with concrete runways (Dayton Municipal Airport).

Landing: Conditions - dark when airport sighted. Four approaches were made. Wind was about 10 mi/hr into the south. (Determined by smoke south of hangar). Because the runways could not be seen, each approach was made at a different altitude (1000', 1500', 2000' & 2000').

I decided to land into the south because it seemed to be free from obstructions. It was important that we land on this approach as the red lights were on, indicating that we had less than 50 gallons of gas in each tank. The approach was made at 1500' and an effort was made to tend to undershoot rather than overshoot because of buildings which appeared to be at the end of the runway.

Facts of Flight

No maps in ship
U H F set out
Radio compass took us to Chicago
Radio compass went out
Radio beam signals overlapped
Radio Facility Chart - August, 1941
Radio compass set on 251 Freq.
No flood lights on the field
Runways were not lined with lights.

AIRCRAFT CLEARANCE

Flight Identification

No. _____

(Pilot will complete necessary data on solid lines only)
 Ft. Wayne, Ind.

OPERATIONS OFFICE _____ DATE 10-31-42

ADDRESS _____

B-26B

(Communications channels—Circuit numbers)

41-17942

Baer Field

(Airplane model)

(Serial number)

(Home station)

NAME AND RANK OF CREW AND OTHER OCCUPANTS

- | | |
|----------------------------------|-----------------------------|
| 1. <u>MILLER, A.E.F. 1st Lt.</u> | 6. <u>HILTON, B.C. Pvt.</u> |
| 2. <u>THOLE, R.I. 2nd Lt.</u> | 7. <u>SMITH, R.H. Sgt.</u> |
| 3. <u>DOUGLASS, R.S. Sgt.</u> | 8. _____ |
| 4. <u>COLLINS, K.F. Sgt.</u> | 9. _____ |

To _____ via _____ at _____	To _____ via _____ at _____
(Route) (Altitude)	(Route) (Altitude)
To <u>Local</u> via _____ at <u>200</u>	To _____ via _____ at _____
(Destination) (Route) (Altitude)	(Route) (Altitude)
<u>1330</u> <u>4+00</u> <u>5 1/2</u>	ke <u>6210</u> ke _____ ke _____
(Proposed take-off time) (Estimated time en route) (Hours of fuel aboard)	(Transmitting frequencies)
(Alternate airport—for instrument flight only)	Receiver only <input type="checkbox"/> No-radio <input type="checkbox"/>

REMARKS: _____

Thorough consideration has been given by the pilot to the NECESSARY MAPS, EMERGENCY EQUIPMENT, NOTICES TO AIRMEN, and WEATHER CONDITIONS affecting the proposed flight. The pilot is familiar with local flight rules and regulations and those of the Civil Aeronautics Administration.

WEATHER: C N FORECAST FOR ROUTE (E. T. E. plus two hours): Overcast lower broken ceiling 2000 ft. Visibility 6 miles in haze. Surface winds W to NW at 10 to 20 mph.

WINDS ALOFT: _____ at _____; _____ at _____; _____ at _____
 (Best altitude + 2,000 feet) (Best altitude) (Best altitude - 2,000 feet)

S/Sgt. Gibson, St. Mary
 (Signature of weatherman)

Lt. A.E.F. MILLER
 (Signature of pilot)

Command pilot Senior pilot Pilot

Flight plan submitted to: ATC 1247
 (Control station) (Time)

/s/Colonel R. COPSEY
 Clearance authority (not required for command and senior pilots)

Approval received: 1247 JM
 (Time) (Signature)

Take-off reported by: _____ To JM
 (Crewman) (Operations)

/s/Captain H.D. RILEY (WH)
 Clearance officer—Operations (not required for command and senior pilots)

Take-off 1355 Message sent by: Tower 1351
 (Time) (Time)

A true COPY HARRIS D. RILEY, Captain,
Air Corps, Operations Officer.

DEPARTURE RECORD

(Pilot) _____ (Airplane model and service number) _____
 (Time and date of departure) (Line crewman's signature)

This Departure Record will be given to the pilot who in turn will give it to the line crewman. The line crewman will complete and deliver to operations officer.

PILOT'S STATEMENT

November 1, 1942

Record of B-26B2 (Serial #41-17942) Flight - 10/31/42

Take-off Time: 13:45

Type of Flight & Purpose: Local flight, formation with another B-26B; time of proposed flight - 4 hrs.

Record of Flight: Fuel for 5 1/2 hrs of flying, took off, circled field in an attempt to pick up the other B-26B; weather conditions were bad for seeing other ships, so headed for Chicago on radio compass where weather conditions were reported good. Over Chicago picked up the other ship and flew formation about 1 hr. The radio compass was set for Ft Wayne radio beam and flew according to it. After the E.T.A. was out the compass veered to the left continuously and the mountainous country below indicated that we were far from Ft Wayne. Baer Field tower was immediately called and the situation explained. Several attempts were made to read the name of a medium size city which seemed to be Swainsville (may not be spelled correctly). The gas was down to 100 gals in each tank.

Baer Field tower was called and told that the compass was going to be used and if no fields came in sight the crew would jump. The radio beams were tried but there was an overlapping of signals making its use worthless.

A light line was picked up until an airport was sighted with concrete runways (Dayton Municipal Airport).

Landing: Conditions - dark when airport sighted. Four approaches were made. Wind was about 10 mi/hr into the south. (Determined by smoke south of hangar). Because the runways could not be seen, each approach was made at a different altitude (1000', 1500', 2000' & 2000').

I decided to land into the south because it seemed to be free from obstructions. It was important that we land on this approach as the red lights were on, indicating that we had less than 50 gallons of gas in each tank. The approach was made at 1500' and an effort was made to tend to undershoot rather than overshoot because of buildings which appeared to be at the end of the runway.

Facts of Flight

No maps in ship
U H F set out
Radio compass took us to Chicago
Radio compass went out
Radio beam signals overlapped
Radio Facility Chart - August, 1941
Radio compass set on 251 Freq.
No flood lights on the field
Runways were not lined with lights.

Landed at 18:20 CST
Time of Flight 4 hrs 30 min
Total crew 6 - all uninjured
Radio operators (2) could not find trouble
Cause of crash - No flood lights given, runways not lighted up.

/s/ 1st Lt A E F Miller, Pilot

A TRUE COPY:

R. L. Midkiff
R. L. MIDKIFF, JR.,
2nd Lieut., Air Corps.

DIR. FLYING SAFETY
HQ. A. A. F.

1942 NOV 14 PM 1 36

RECEIVED

WAR DEPARTMENT
AIR CORPS
FORM NO. 88
(Revised Jan. 27, 1941)

AIRCRAFT CLEARANCE

Flight Identification

No. _____

(Pilot will complete necessary data on solid lines only)

St. Wayne, Ind.

OPERATIONS OFFICE _____ DATE 10-31-42

ADDRESS _____

B-26B

(Communications channels—Circuit numbers)

41-17942

Baer Field

(Airplane model)

(Serial number)

(Home station)

NAME AND RANK OF CREW AND OTHER OCCUPANTS

- | | |
|----------------------------------|-----------------------------|
| 1. <u>MILLER, A.E.F. 1st Lt.</u> | 5. <u>[REDACTED]</u> |
| 2. <u>THOLE, R.I. 2nd Lt.</u> | 6. <u>HILTON, B.C. Pvt.</u> |
| 3. <u>DOUGLASS, R.S. Sgt.</u> | 7. <u>SMITH, R.H. Sgt.</u> |
| 4. <u>COLLINS, K.F. Sgt.</u> | 8. _____ |
| | 9. _____ |

To _____ via _____ at _____ (Route) (Altitude)

To _____ via _____ at _____ (Route) (Altitude)

To Local via _____ at 200 (Route) (Altitude)

To _____ via _____ at _____ (Route) (Altitude)

kc 6210 kc _____ kc _____ kc _____ (Transmitting frequencies)

Receiver only No radio

(Destination) 1330 (Estimated time en route) 4+00 (Air speed) 5 1/2 (Hours of fuel aboard)

(Alternate airport—for instrument flight only)

REMARKS: _____

Thorough consideration has been given by the pilot to the NECESSARY MAPS, EMERGENCY EQUIPMENT, NOTICES TO AIRMEN, and WEATHER CONDITIONS affecting the proposed flight. The pilot is familiar with local flight rules and regulations and those of the Civil Aeronautics Administration.

WEATHER: N FORECAST FOR ROUTE (E. T. E. plus two hours): Overcast lower broken ceiling 2000 ft. Visibility 6 miles in haze. Surface winds W to NW at 10 to 20 mph.

WINDS ALOFT: _____ at _____ (Best altitude + 2,000 feet); _____ at _____ (Best altitude); _____ at _____ (Best altitude - 2,000 feet)

S/Sgt. Gibson, St. Mary
(Signature of weatherman)

Lt. A.E.F. MILLER
(Signature of pilot)

Command pilot Senior pilot Pilot

Flight plan submitted to: ATC 1247 /s/Colonel R. COPSEY
(Control station) (Time) (Clearance authority (not required for command and senior pilots))

Approval received: 1247 JM
(Time) (Signature)

Take-off reported by: _____ To JM
(Crewman) (Operations)

Take-off 1355 Message sent by: Tower 1351
(Time) (Time)

A true COPY HARRIS D. RILEY, Captain,
Air Corps, Operations Officer.

DEPARTURE RECORD

(Pilot)

(Airplane model and service number)

(Line crewman's signature)

This Departure Record will be given to the pilot who in turn will give it to the line crewman. The line crewman will complete and deliver to operations officer.

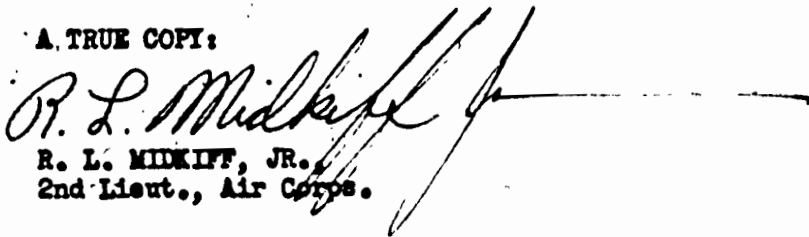
CO-PILOT'S STATEMENT

Record flight of B-26B Airplane, #41-17942, October 31, 1942.

Approximate time of take-off 13:45. Flight was to be local formation. Circled field and could not locate other ship because of bad visibility. Set radio compass at Chicago frequency. Flew straight to Chicago where we met B-26B we were to fly formation with. Flew formation for about one-half hour. Left B-26B and set radio compass on Fort Wayne frequency, Fort Wayne frequency being 251. Followed compass until we found ourselves over mountainous country. Knew something must be wrong when compass took us in circles. Circled small town and tried to locate ourselves, no luck. Reset radio compass for Fort Wayne and followed it until we found light line. Followed light line to Dayton Municipal Airport. Approached field at 1000', could not make out runways. Approached field at 1500', could not make out runways. Made two approaches at 2000', first flash of fuel warning light. Made fifth approach at 1500', sighted runway and prepared to land. Undershot runway.

S/S ROBERT I. THOLE,
2nd Lieut., Air Corps.

A. TRUE COPY:



R. L. MIDKIFF, JR.
2nd Lieut., Air Corps.

INSPECTION DEPARTMENT
FAIRFIELD AIR DEPOT
FAIRFIELD, OHIO

Date of Accident: 11-1-42

Subject: Accident Report On: B-26B2, #41-17942

To: Lieutenant T. L. Warner

Nature of Accident: Landing Accident

Location of Accident: Vandalia, Ohio

Airplane Time: 20:45 Engine Type: R-2500-41 Serial No. 42-16592 Time: 20:45
42-16508 20:45

Description of Damage:

T.O. #02-1-15	Sudden stoppage of engine	
Right landing gear		10%
Left landing gear		25%
Nose wheel landing gear		100%
Left propeller blades		100%
Right propeller blades		100%
Left wing flaps		100%
Forward bomb bay doors		5%
Left wing		90%
Right wing		5%
Left aileron		100%
Wing flaps		100%
Fuselage		60%
Engine cowling		40%

Mike Smith
Inspector

BASE WEATHER STATION
PATTERSON FIELD
FAIRFIELD, OHIO

NOVEMBER 7, 1942

C E R T I F I C A T E

THE FOLLOWING ARE WEATHER REPORTS RECEIVED AT
PATTERSON FIELD, OHIO BETWEEN 1730EWT AND 2030EWT
ON OCTOBER 31, 1942.

311730E
DY C 30010-06H 111/43/39-11/007/BINDVC/ 402 7005
PK E20005H 112/49/41-20/946/ 503 5006

311830E
DY C 2706H 122/40/40-12/988
PK E3004H 115/49/40-12/987

311930E
DY C 3007 125/47/40QTXPIP
PK E10005H 119/49/41-12/988

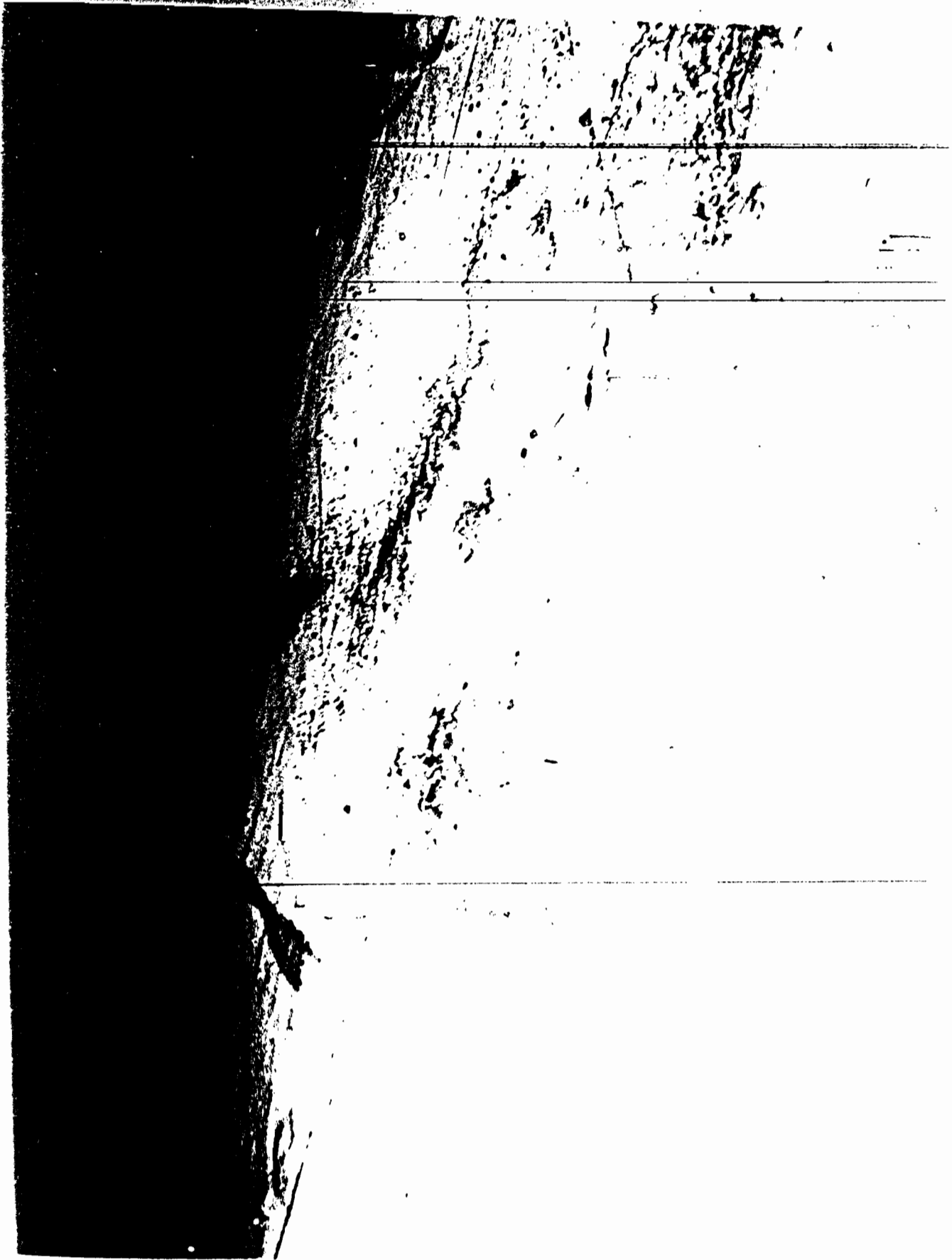
DY C SPL 312005E O 125/47/40-12/990

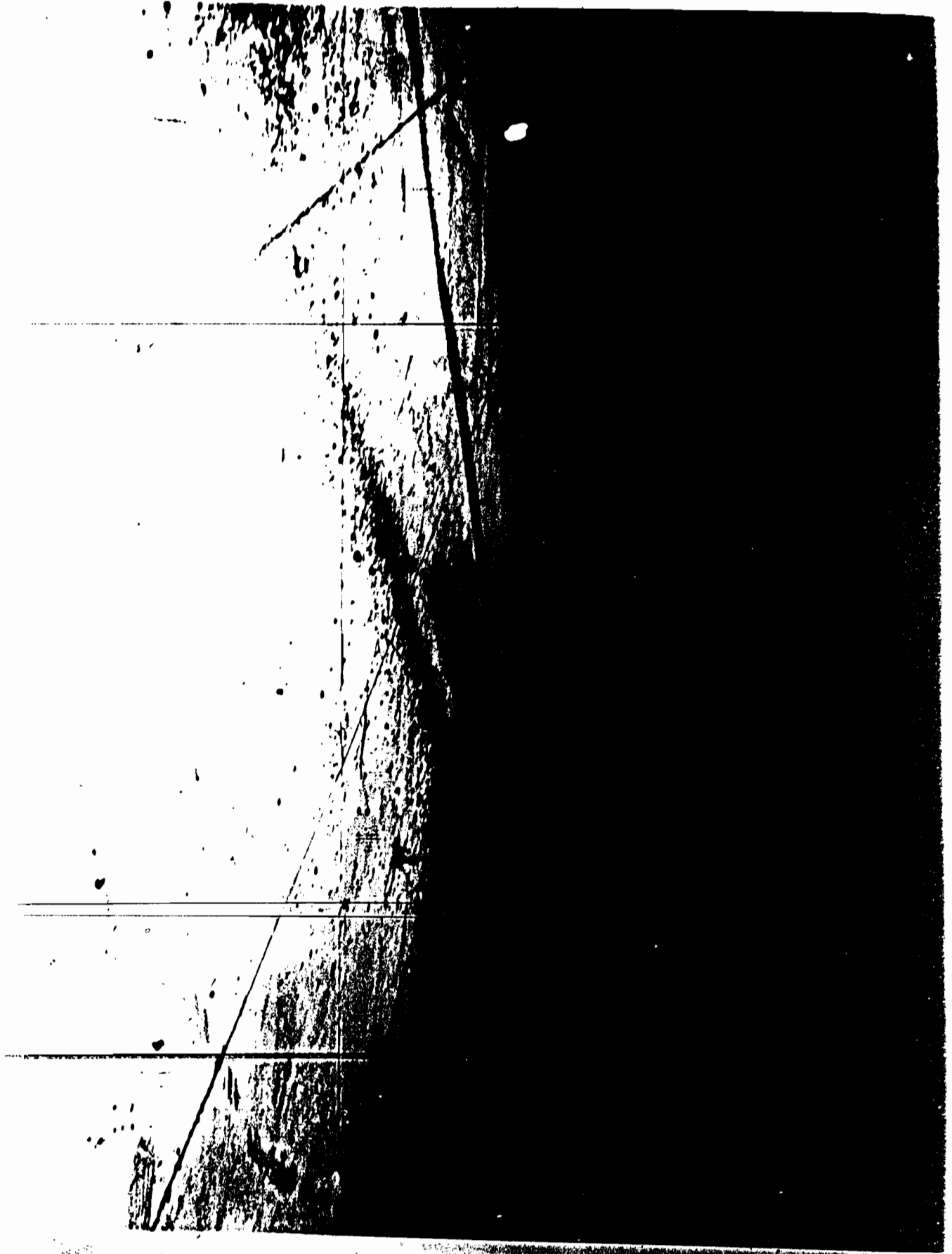
312030E
DY C O 125/47/39-11/009/ 902 52
PK SPL 2000 122/47/39-16/009/ 501 5007 52

Robert E. Fleming
ROBERT E. FLEMING,
1ST LT., AIR CORPS,
BASE WEATHER OFFICER.

6268-1
E-422











196-0-417411
-0-9108
S-41
S-41

-jbb

November 12, 1942.

SUBJECT: Report of Aircraft Accident.

TO: Commanding General, Army Air Forces, Washington, D.C.

1. Inclosed is A.A.F. Form No. 11, Report of Aircraft Accident, covering aircraft accident which occurred at Vandalia Airport, Vandalia, Ohio, on October 31, 1942.
2. The findings and recommendations of the Aircraft Accident Committee are concurred in.
3. Request acknowledgment of receipt by indorsement hereon.

M. G. ESTABROOK, JR.,
Colonel, Air Corps,
Commanding.

Incl. 1,
AAF Form No. 11 (Orig. Copy)

WAR DEPARTMENT
PATTERSON FIELD
FAIRFIELD, OHIO

-jbn

November 12, 1942.

SUBJECT: Report of Aircraft Accident.

TO: Commanding General, Army Air Forces, Washington, D.C.

1. Inclosed is A.A.F. Form No. 14, Report of Aircraft Accident, covering aircraft accident which occurred at Vandalia Airport, Vandalia, Ohio, on October 31, 1942.
2. The findings and recommendations of the Aircraft Accident Committee are concurred in.
3. Request acknowledgment of receipt by indorsement hereon.

RECEIVED

Incl. A.A.F. Form No. 14 (Orig. Copy)

1942 NOV 14 PM 1 36

U.S. AIR FORCE

M. G. Estabrook, Jr.
M. G. ESTABROOK, JR.,
Colonel, Air Corps,
Commanding.

NOV 14 1942

RECEIVED
NOV 14 1942

TFS

107/66

Director of Flying Safety

16 Nov 1942

CO-AAA-BARRIED

STVATER IND

Colonel, AO

DYS

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SIX PILOT MILLER OCT THREE ONE BE FORWARDED IMMEDIATELY

ARNOLD

42-10-31-29 1/2

MSC 12 NOV 2 XXX

MSC 12 NOV 2/42

XXXXXXXXXXXX

BOLLING V PATTERSON NR 15 012214Z GR67

CG AAF WASHDC ATTENTION AIR INSPECTOR

STOP OP FOUR SEVEN THREE REF OP FOUR FOUR ZERO FURTHER INVESTIGATION
REVEALS PILOT UNABLE TO DISTINGUISH RUNWAYS AT DUSK AFTER LOCATION
THE AIRPORT PERIOD AFTER MAKING SEVERAL PASSES AT RUNWAYS DECIDED TO
LAND ON ONE WITH BEST APPROACH BUT NO FLOOD LIGHT UNDERSHOT THIS ONE
SIX ZERO FEET AIRPLANE DEMOLISHED SLIGHT DAMAGE TO OUTLINE LIGHTS
SIGNED LAWVER.

1530PM

43-10 31-24 1/5

43-10-31-24

MSG 2 WA NOV 1 XXXX

MSG 3 NOV 1/42 WA

CG WAF XXX

BAERFIELD IND 010112Z OCT 1942

CG WAF WASHINGTON DC PBR O TWI XXXPBR O TWIXX P

CG WAF WASHINGTON DC PBR O 528 O

B 26 B AIRPLANE 41-17942 CRASHED ON LANDING AT DAYTON MUNICIPAL AIRPOST
NO INJURIES TO PERSONNEL EXTENT OF DAMAGES UNKNOWN. DETAILED REPORT

WILL FOLLOW . COPSEY

EA303PM

43-10-31-6

MSG 8 WA NOV 1/42

PATTERSONFIELD OHIO 31 1006P

CG AAF ATTN AIR INSPECTOR WASH DC

OP 440 NINETEEN FORTY TWO OCTOBER THIRTY ONE NINETEEN FORTY TWO
DAYTON MUNICIPAL AIRPORT PILOT MILLER BAER FIELD BELIEVE LANDING
ACCIDENT BELIEVE OVERSHOT. RUNWAY LOCAL BAER SIXTEEN ZERO ZERO X
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EXTENT UNKNOWN UNKNOWN FAD INSPECTING UNKNOWN SIGNED LAWVER.

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43-10-31-6

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BOLLING V PATTERSON NR 18 012214Z GR67
CG AAF WASHNDC ATTENTION AIR INSPECTOR



STOP OP FOUR SEVEN THREE REF OP FOUR FOUR ZERO FURTHER INVESTIGATION
REVEALS PILOT UNABLE TO DISTINGUISH RUNWAYS AT DUSK AFTER LOCATION
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LAND ON ONE WITH BEST APPROACH BUT NO FLOOD LIGHT UNDERSHOT THIS ONE
SIX ZERO FEET AIRPLAND DEMOLISHED SLIGHT DAMAGE TO OUTLINE LIGHTS
SIGNED LAWVER.

EA330PM

MSG 13 WA NOV 2/42

WALNUTRIDGE ARK 1 QEYXXX AR XXX ARK 1 QEYP

43-1-31-21

ACCIDENT REPORT NO. 1244

BARFIELD IND 010122 OCT 1942

CG HAF WASHINGTON DC

PH 0 528 0

B 26 B AIRPLAN B 41-17942 CRASHED ON LANDING AT DAYTON MUNICIPAL AIRPORT

NO INJURIES TO PERSONNEL. EXTENT OF DAMAGES UNKNOWN. DETAILED REPORT WILL FOLLOW

COPIES

Recd. in A.F. Mag. Cen. Nov. 010130
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43-10-31-29

1/5

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DIR. FLYING SAFETY

1942 NOV 1 PM 1 28

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NOV 4 42 PM



RI
No.

43-10-31-29

ACCIDENT REPORT NO. 2249

JA499 TWS PAID 3 PATTERSONFIELD OHIO 31 1006P

COMMANDING GENERAL ARMY AIR FORCES ATTN AIR INSPECTOR WASH DC

OP 440 NINETEEN FORTY TWO OCTOBER THIRTY ONE NINETEEN FORTY TWO

DAYTON MUNICIPAL AIRPORT PILOT MILLER BARR FIELD BELIEVE LANDING

ACCIDENT BELIEVE OVERSHOT RUNWAY LOCAL BARR SIXTEEN ZERO ZERO X

THREE MILES FORTY ONE ONE SEVEN NINE FOUR TWO B TWENTY SIX BARRFIELD

EXTENT UNKNOWN UNKNOWN FAD INSPECTING UNKNOWN SIGNED

LAWVER.

Recd. in AAF HsgCen. C.A. Nov 011235Z
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NOV 4 42 PM



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NOV 1 PM 1 24
HQ. A.A.F.
DIR. FLYING SAFETY

43-10-31-29

ACCIDENT REPORT NO. 1260 (Refer to 1249)

BF-2 56 WD

DOLLING V PATTERSON NR 18 012214Z 0867

COMMANDING GENERAL
ARMY AIR FORCE WASHINGTON DC
ATTENTION AIR INSPECTOR

STOP OF FOUR SEVEN THREE REF OF FOUR FOUR ZERO FURTHER INVESTIGATION
REVEALS PILOT UNABLE TO DISTINGUISH RUNWAYS AT DUSK AFTER LOCATING
THE AIRPORT PERIOD AFTER MAKING SEVERAL PASSES AT RUNWAYS DECIDED TO
LAND ON ONE WITH BEST APPROACH BUT NO FLOOD LIGHT UNDERNEATH THIS ONE
SIX ZERO FEET AIRPLANE DEMOLISHED SLIGHT DAMAGE TO OUTLINE LIGHTS

SIGNED LAWVER

Recd. in AAF Msg LGen. Nov 021230Z
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5:42 AM



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AAF DIRECTOR
FLYING SAFETY

RECEIVED
192 NOV 2 PM 1 43
HQ. A. A. F.
DR. FLYING SAFETY

43-10-31-89

AFMPS

AFMPS
January 2, 1943

Copies of Reports of Aircraft Accidents.

Commanding General,
Material Center,
Wright Field,
Dayton, Ohio.

1- The following copies of reports are being submitted in accordance with agreement reached in R & R Comment No. 6, dated October 20, 1942, from AFMPS to AFMPS, subject "Information Available to Material Command."

1st Lt. Albert E. F. Miller, Oct. 12, 1942
2nd Lt. Paul E. Smith, Oct. 23, 1942
2nd Lt. Walter S. Smith, Oct. 21, 1942
2nd Lt. John D. Whalen, Oct. 21, 1942
Staff Sgt. Ray Scott, Oct. 12, 1942
Staff Sgt. Otis E. Prevatt, Jr., Nov. 12, 1942
Staff Sgt. Irving W. Rich, Nov. 13, 1942
Private William F. Stuart, Oct. 15, 1942
Private George H. York, Oct. 16, 1942
Civilian John R. French, Nov. 14, 1942

By command of Lieutenant General ARNOLD:

JAMES E. PEYTON,
Lt. Colonel, Air Corps,
Director of Flying Safety.

M. D. Ryard,
Major, Air Corps.

11 Encls

Incl. 1 - Copy R & R Comment No. 6
Incl. 2 thru 11 - Forms 11.

Summary Accident Reports.

1

AFDPS AFMCO 1943
1-1

1. The following summary reports are submitted in accordance with R & R Comment No. 6, dated October 20, 1942, from AFMCO to AFDPS, subject "Information Available to Material Command."

- 1st Lt. Albert E. F. Miller, Oct. 11, 1942
- 2nd Lt. Paul E. Smith, Oct. 23, 1942
- 2nd Lt. Walter S. Smith, Oct. 21, 1942
- 2nd Lt. John D. Whalen, Oct. 21, 1942
- Staff Sgt. Ray Scott, Oct. 12, 1942
- Staff Sgt. Otis E. Prevatt, Jr., Nov. 2, 1942
- Staff Sgt. Irving W. Rish, Nov. 13, 1942
- Private William F. Stuart, Oct. 15, 1942
- Private George M. York, Oct. 16, 1942
- Civilian John R. French, Nov. 14, 1942

for JAMES M. PRYTON
Lt. Colonel, Air Corps
Director of Flying Safety

11 Incls

Incl 1 - Copy R & R Comment No. 6
Incls 2 thru 11 - Summary Reports.

AIRCRAFT ACCIDENT

Lt. Col. Fennell

Miss Murray
file

10 Ohio, Vandalia

U.S. ARMY AIR FORCES
DIRECTORATE OF FLYING SAFETY

REGIONAL SAFETY OFFICER'S REPORT
AIRCRAFT ACCIDENT INVESTIGATION

ACCIDENT NO. _____

SAFETY REGION NO. 10

DATE December 12, 1942.

file
9

LOCATION: Vandalia, Ohio. Dayton Municipal Airport.

DATE: October 31, 1942 - Time: 1920 E.W.T.

AIRCRAFT: Type: Medium Bombardment - Model: B-26B2 - A.F.No. 41-17942.

CREW:
Pilot Albert E.F. Miller, 1st Lt. A.C.
Co-Pilot: Robert I. Thole, 2nd Lt. A.C.
Radio Gunner: Kenneth F. Collins, Sgt., A.C.
" " Reagan H. Smith, " "
Gunner: Robert I. Douglass, " "
" Battle C. Hilton, Pvt. "

NARRATION OF EVENTS:

Aircraft, B-26B2, A.F.No. 41-17942 with Lt. A.E.F. Miller as Pilot, accompanied by the above crew, took off from Baer Field, Ft. Wayne, Ind. at 1355 C.W.T. Oct. 31, 1942 on a local prearranged formation training flight with another B-26B aircraft. Lt. Miller could not locate the other B-26 after take off because of local restricted visibility due to smoke and haze so flew to Chicago as planned, where the two airplanes rendezvoused, and flew formation around Chicago and to a point near Chalmers, Ind., a distance of approximately 90 miles S.S.E. of Chicago, Illinois, where the formation broke up, by interphone agreement, and they headed for Baer Field. The Pilot, Lt. Miller, tuned his radio compass on Ft. Wayne radio and proceeded to fly by it as he had no maps until the lapse of his E.T.A. and mountainous terrain appeared underneath. The pilot then discovered the radio compass was not functioning properly as it continuously pointed to the left resulting in the pilot flying in circles so he reset it. The pilot then contacted Baer Field Control Tower by radio and explained the situation at the same time describing the terrain and town above which he was circling as he did not even know his general location from Baer Field at the time. He then informed

Baer Field that he was going to use the compass and if no fields came in sight they would resort to parachutes.

The pilot finally intersected the light line on Green Airway #4, Indianapolis - Dayton which he followed until he picked up a flasher signal G, Brookville, Ohio, then identified Englewood, Ohio, by a painted sign, then observed the light colored cement runways of the Dayton Municipal Airport, Baer Field Tower informed the pilot of his location after locating the G flasher and Englewood, also informing him of the airport location just as the pilot stated he had observed the runways and was proceeding to land if suitable.

The pilot circled the airport four times during which he made as many landing approaches from altitudes in the following order 1000, 1500, 2000 - 2000 ft. The pilot decided to land from the north on the N.S. runway and made the final approach from 1500 ft. altitude under conditions of approaching darkness during which he undershot the airport by 200 ft., striking a small ditch and a rock near the edge of the airport, tearing the nose and left gear off. The aircraft skidded through the airport fence and onto the turntable forming the north end of the runway where it came to rest on the right gear, bottom of fuselage, left engine and wing tip,

None of the occupants were injured.

INVESTIGATION DISCLOSED:

1. There was no failure of the structure and controls or malfunctioning of the engines prior to the impact. There was a malfunctioning of the radio compass and an over-riding of the radio beam signals in flight reported by the pilot. The antenna systems and other parts of the radio compass and radio receiver were so damaged by the impact that no definite information could be ascertained as to the cause of the malfunctioning of the radio equipment.

The method employed by the pilot in controlling the volume of the receiver, audio or intensity of signal, may have resulted in over-riding of signals. Too many pilots turn on the jackbox volume control excessively on strong stations or when close in resulting in over-riding. The pilot was able to transmit and receive on voice as continuous contact was maintained between the airplane and Baer Field Tower.

2. The subject flight was the first the pilot had made from Baer Field.

3. There was no map of the local region in the airplane.

4. ~~The pilot had no night flying experience.~~
5. The pilot had no instrument time, however, he stated that he had approximately 57:00 hrs. bank trainer time.
6. The pilot departed Baer Field with only an August 1941 Radio Facility Chart aboard knowing he was depending on radio aids.
7. The pilot stated, "That he had not kept track of the exact location from Chicago and when they broke up formation he did not think they were as far south so steered a general course, E.S.E. about 120° or the general reciprocal of the course flown to Chicago, and that due to the fact that he did not have a map he could not orientate himself and determine their position from Ft. Wayne which resulted in their flying 120° instead of 80° from Chalmers, Ind., as he thought Ft. Wayne was still S.E. from their position".
8. The pilot and Squadron Operations had cleared the flight on the Form 23 that due consideration had been given to weather, necessary maps and equipment for the flight which was then presented to Base Operations who cleared the data specified on the Form 23 and weather for the flight involved.
9. The Dayton Municipal Airport Manager stated that, "The subject B-26 arrived at the airport well before dark and had he not flown around so long the pilot could have landed before dark as he held American Airlines scheduled trip out to give the pilot a chance to get in".
10. There is approximately 40 gals. of fuel remaining in each tank when the red light comes on which should have been known by the pilot as he could have applied power when he saw he was undershooting.
11. The airport boundary, obstacle and runway approach lights were lighted at the time which the pilot apparently did not observe, or did not understand their meaning, as the impact with the fence cut the light line and they went out. Also the pilot did not signal or call for flood lights which are never put on unless requested by the pilot. Furthermore, no attempt was made by the pilot to contact Dayton Tower on 278 kc. although the operator broadcast blind to the B-26 and used the light gun besides to facilitate clearing him to land.
12. The undersigned was at Baer Field Base Operations at the time the first radio contact from the aircraft was made when the pilot first decided the compass was malfunctioning and that he was lost. The transmission from the aircraft was received normally and apparently the Tower was received by the pilot as he answered immediately and gave

the requested information.

13. The pilot was interviewed and the various errors he had committed were pointed out which he readily admitted. Also, the Squadron and Group Commanders were contacted and requested to correct the training deficiency of the pilots and operating procedures which they agreed to do. The Commanding Officer of the 320th Bombardment Group was far from being satisfied with the training proficiency of the personnel of the 320th Group and so stated. (See statement of Col. Flint Garrison, Jr. attached)

14. It was pointed out that the faulty operations permitted together with the fact that the pilot had not complied with one of the cardinal rules of flying, possession of a map for the region or flight involved, had cost the loss of nearly a new aircraft and equipment and seriously jeopardized the lives of a combat crew. If the pilot had possessed the proper map he could have orientated his position in ten minutes at the most by the simplest fundamental rules of navigation and proceeded by Magnetic Compass or the Wabash River direct to Baer Field.

15. The pilot was presented with the underlying cause of this accident, a Copy of Regional Aeronautical Chart 9M, by the undersigned and instructed to comply hereafter with one of the fundamental rudiments of flying passed up through the years, to always have a map of the local region available on every flight regardless of the mission. This pilot was very much chagrined and realized the gravity of his error. He learned a much needed lesson which could have cost a great deal more in that the accident could have resulted in fatal injuries to the crew as the result of his carelessness and lack of forethought.

16. The Dayton Municipal Airport is large enough for the successful landing of a B-26 airplane having 4000 ft. E.W., 3600 N.W. - S.E., 3600 ft. N.E. - S.W., 3500 ft. N.S., cement runways 100 ft. wide entire field 315 acres sod available. Low approaches available from West - S.W. and North. Lighted, boundary, obstacle and flood.

PROBABLE CAUSE:

Failure of the pilot to apply power available to prevent undershooting the airport during final approach.

PROBABLE CONTRIBUTING FACTORS:

1. Action of the pilot in taking off without the basic navigational equipment necessitating an emergency landing on a strange airport under conditions of restricted visibility due to darkness.

2. Lack of night flying experience.
3. Inadequate supervision by Squadron and Group of training and operations.
4. Inadequate O.T.U. training.

E. N. Townsend
E. N. TOWNSEND,
Lieut. Colonel, Air Corps,
Regional Safety Officer.

LIST OF ATTACHMENTS

1. Copy of Form 14.
2. Copy of Pilot's Statement.
3. Copy of Co-pilot's Statement.
4. Weather Report
5. Flight Report, Form 1A
6. Description of Damage Report.
7. Two Copies Statement of Colonel Flint Garrison, Jr.
8. Five Photographs.

CO-PILOT'S STATEMENT

Record Flight of B-26B Airplane, #41-17942, October 31, 1948.

Approximate time of take-off 1345. Flight was in V formation. Circled field and could not locate other ship because of bad visibility. Set radio compass at Chicago frequency. Flew straight to Chicago where we met B-26B we were to fly formation with. Flew formation for about one-half hour. Left B-26B and set radio compass on Fort Wayne frequency. Fort Wayne frequency being 851. Followed compass until we found ourselves over unpopulated country. Knew something was wrong when compass took us in circles. Circled small town and tried to locate ourselves, no luck. Reset radio compass for Fort Wayne and followed it until we found light line. Followed light line to Dayton Municipal Airport. Approached field at 1000', could not make out runway. Approached field at 1500', could not make out runway. Made two approaches at 2000', first flash of fuel warning light. Made fifth approach at 1500', sighted runway and prepared to land. Undercut runway.

S/S ROBERT I. YELL,
2nd Lieut., Air Corps.

A TRUE COPY:

R. L. Midkiff
R. L. MIDKIFF, JR.,
2nd Lieut., Air Corps.

CONFIDENTIAL

AIRCRAFT CLEARANCE

Flight Identification
No. _____

(Pilot will complete necessary data on solid lines only)

OPERATIONS OFFICE BAER FIELD DATE 10-31-42

ADDRESS FT WAYNE, IND.

B-26B (Airplane model) 41-17942 (Serial number) Baer Field (Home station)

NAME AND RANK OF CREW AND OTHER OCCUPANTS

- | | |
|----------------------------------|-----------------------------|
| 1. <u>MILLER, A.E.F. 1st Lt.</u> | 5. <u>[REDACTED]</u> |
| 2. <u>THOLE, R.I. 2nd Lt.</u> | 6. <u>HILTON, B.C. Pvt.</u> |
| 3. <u>DOUGLASS, R.S. Sgt.</u> | 7. <u>SMITH, R.H. Sgt.</u> |
| 4. <u>COLLINS, K.F. Sgt.</u> | 8. _____ |
| | 9. _____ |

To _____ via _____ at _____
(Route) (Altitude)

To Local via _____ at 200
(Destination) (Route) (Altitude)

1330 4+00 5 1/2
(Proposed take-off time) (Estimated time en route) (Hours of fuel aboard)

kc 6210 kc _____ kc _____ kc _____
(Transmitting frequencies)

Receiver only No radio

(Alternate airport—for instrument flight only)

REMARKS: _____

Thorough consideration has been given by the pilot to the NECESSARY MAPS, EMERGENCY EQUIPMENT, NOTICES TO AIRMEN, and WEATHER CONDITIONS affecting the proposed flight. The pilot is familiar with local flight rules and regulations and those of the Civil Aeronautics Administration.

WEATHER: N FORECAST FOR ROUTE (E. T. E. plus two hours): Overcast lower broken ceiling 2000 ft. Visibility 6 miles in haze. Surface winds W to NW at 10 to 20 mph.

WINDS ALOFT: _____ at _____; _____ at _____; _____ at _____
(Best altitude+2,000 feet) (Best altitude) (Best altitude-2,000 feet)

S/Sgt. Gibson, St. Mary
(Signature of weatherman)

Lt. A.E.F. MILLER
(Signature of pilot)

Command pilot Senior pilot Pilot

Flight plan submitted to: ATC 1247 /s/Colonel R. COPSEY
(Control station) (Time) Clearance authority (not required for command and senior pilots)

Approval received: 1247 JM
(Time) (Signature)

Take-off reported by: _____ To JM /s/Captain H.D. RILEY (WH)
(Crewman) (Operations) Clearance officer—Operations officer (not required for command and senior pilots)

Take-off 1355 Message sent by Toustr 1351
(Time) (Time)

A TRUE COPY R. L. Midkiff
R. L. MIDKIFF, Jr.
1st Lieut., Air Corps.
A true COPY: HARRIE D. RILEY, Captain,
Air Corps, Operations Officer.

DEPARTURE RECORD

(Pilot) (Airplane model and service number)

(Time and date of departure) (Line crewman's signature)

This Departure Record will be given to the pilot who in turn will give it to the line crewman. The line crewman will complete and deliver to operations officer.

CONFIDENTIAL

BASE WEATHER OFFICE
PATTERSON FIELD
FAIRFIELD, OHIO

RESTRICTED

NOVEMBER 7, 1942

C E R T I F I C A T E

THE FOLLOWING ARE WEATHER REPORTS RECEIVED AT
PATTERSON FIELD, OHIO BETWEEN 1730 EWT AND 2030 EWT
ON OCTOBER 31, 1942.

311730E

DY C 30018-06H 119/48/39-11/987/BINDVC/ 402 7005
PK E20005H 112/49/41-20/986/ 503 5006

311830E

DY C 2706H 122/48/40-12/988
PK E3004H 115/49/40-12/987

311930E

DY C 3007 125/47/40-12/990
PK E16006H 119/49/41-12/988

DY C SPL 312005E O 125/47/40-12/990

312030E

DY C O 125/44/38-11/989/ 902 52
PK SPL 2008 122/47/39-16/989/504 5007 62

Robert E. Fleming
ROBERT E. FLEMING
1ST LT., AIR CORPS
BASE WEATHER OFFICER.

CONFIDENTIAL

RESTRICTED

INSPECTION DEPARTMENT
FAIRFIELD AIR DEPOT
FAIRFIELD, OHIO

Date of Accident: 11-2-42

Subject: Accident Report On: F-42, 41-1742

To: Lieutenant T. L. Hunter

Nature of Accident: Landing Accident

Location of Accident: Vanalia, Ohio

Airplane Type: 41-1742 Engine Type: R-2600-11 Serial No. 14-2422 Time: 11:30

Description of Damage:

T.O. 41-1-15	Sudden stoppage of engine	
Right landing gear		10%
Left landing gear		2%
nose wheel landing gear		100%
Left propeller blades		100%
Right propeller blades		100%
Left wing flaps		100%
Forward bomb bay doors		0%
Left wing		90%
Right wing		0%
Left aileron		100%
Wing flaps		100%
Fuselage		60%
Engine cowling		5%

Mike Hutz

HEADQUARTERS 320th BOMBARDMENT GROUP
BAER FIELD, FORT WAYNE, INDIANA

November 1, 1942

~~SUBJECT: Condition of Training of 320th Bomb Group~~

TO: C.O. Army Air Forces, 1st Concentration Command, Baer Field, Indiana

1. I assumed command of the 320th Bomb Group at Baer Field, Fort Wayne, Indiana on October 30, 1942. This outfit is believed to be a first priority outfit for movement overseas and is far from approaching the standards of training required in secret letter, Army Air Forces 1st Concentration Command, Cincinnati, Ohio dated September 1, 1942. Subject: Bolero training directive File 353.0 (Bolero).

2. The basic principle involved in this phase of the training is to prepare pilots to safely deliver their aircraft overseas. This group at present in my estimation does not meet the standards necessary for this type of movement.

3. This unit was activated July 1, 1942 and training began on that date. On July 8th it had 8 qualified first pilots on B-26's. It received its first airplane on July 15, 1942. Training at MacDill Field, apparently did not keep up the OTU schedule and the movement from first phase to second phase training was made with first phase training only partially completed. On August 8, 1942 this group was moved to Lakeland, Florida with 32 airplanes at the same time that Group Commander and Group Executive Officer were changed. They had at this time about 8 first pilots per squadron or 32 pilots in all.

4. Lakeland Army Air Base #2 was not completed at the time the group moved in and the group personnel had to take over all the duties of the base in addition to their OTU training. The Group Commander had also to take on the responsibilities and the duties of the Base Commander. Second phase training was carried out at Lakeland Army Air Base until September 16th at which time the group was moved to the Army Air Forces, Concentration Center at Baer Field, Fort Wayne. According to schedule the second phase of the OTU training should have been completed at this time when actually in my opinion the group had barely finished its first phase training. At this time the Ground Echelon was divorced from the Flight Echelon so that only the Flight Echelon arrived at Baer Field.

5. To date this group has had a total of nine airplane accidents of which four were fatal. These nine accidents occurred during a sixteen-week period. During the latter part of the month of September and all the month of October pilots had very little opportunity to fly due to lack of equipment. Quite a few pilots did not get in any flying time during the month of October. It is believed by me that in order to insure safe delivery of airplanes of this group to their destination that considerably more training at this time is essential. The following is a list of training requirements that should be accomplished before this group should be required to undertake delivery of these airplanes:

1. Map reading for all pilots and co-pilots
2. Use of weans plotters
3. Beam flying and instrument flying - 5 hours
4. Cross-country flying in daytime with pilots doing all the navigation
10 hours

5. 1000 mile navigation flight for all pilots with navigator doing navigation, airplane mediumly heavy loaded for gas consumption check and navigation errors - 5 hours

6. 1000 mile navigation flight for all pilots with navigator doing navigation and airplane fully loaded with gas consumption check and navigation error check - 5 hours

7. Practice homing on leader of formation by wingmen with use of radio compass - 2 hours.

6. It is believed that this training can be accomplished if sufficient airplanes were available so that twenty-four airplanes could be flown daily during the period in about three FLYING weeks. It is requested that upon receipt of our airplanes an additional three weeks be allotted for this very vital training.

FLINT GARRISON, JR.,
Colonel, Air Corps,
Commanding.

I CERTIFY THIS TO BE A TRUE COPY

E. N. Townsend
E. N. TOWNSEND, Lt. Col., Air Corps.

Wanda... Report, Wanda...
Ohio

1920 EWT 4-3-19-31-29

Pilot flew to Chicago
by radio compass and for
formation with another B-26,
which was not there for about
90 miles S. of Chicago. The
two planes then broke up
formation and headed home.
Pilot turned his radio
compass on to Fort Wayne
and headed in that general
direction. After flying past
his ETA, he discovered that
his radio compass was
not working properly. Pilot
had no maps in the ship.
He contacted Paul Baer Tower

and informed them of his
trouble. He stated that he
tried to orientate himself
by radio but could not be-
cause of overlapping of
signals. Pilot finally picked
up the Indianapolis Dayton
light time and followed
this for an airport.
On his landing, pilot
undershot the field by
200 ft., hitting a small
ditch at the edge of the
runway. This tore the nose
wheel & left wheel off. The
plane skidded to the turn-
table at the beginning of

- 3 -

the runway and stopped.
Pilot had had no
night time since that
taken in flying school.
His ETA was about 1755.

[Signature]

TO BE MADE UP FOR WRIGHT FIELD
COPY FORM 14 MAILED WRIGHT FIELD 1-1-43

117 0.

101131