

Accident No. 44-1-620

Date 5-10-45

Checked by /

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

1225:9-43

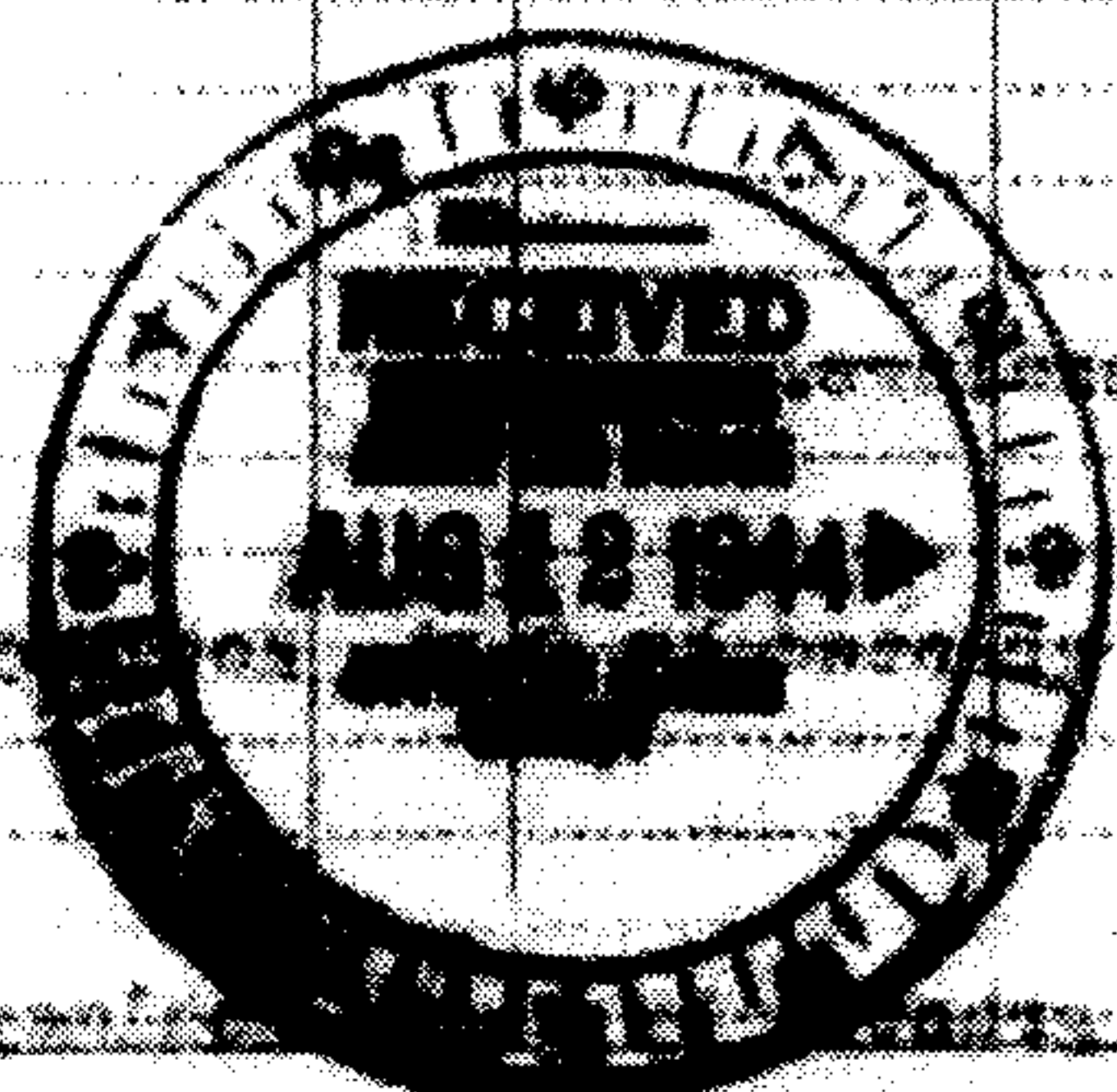
RESTRICTED
WAR DEPARTMENT

ACCIDENT No. 45-7-9-520

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place RAF Station Faldes (2) Date 9 July 1944 (3) Time 1830
AIRCRAFT: (4) Type and model P-51B (5) A. F. No. 44-2567 (6) Station RAF Faldes Faldes
Organization: (7) 8th AF 8th FG (8) 359th Fighter (9) South Fighter

(10) Name	(11) NAME (Last name first)	(12) RATING	(13) SERIAL NO.	(14) RANK	(15) PERSONNEL CLASS	(16) BRANCH	(17) AIR FORCE OR COMMAND	(18) RESULT TO PERSONNEL	(19) USE OF PARACHUTE
01 P	TAYLOR, LESTER G., JR.	P	G-5518	Capt.	00	AG	8th AF 8th FG	None	None



(30) TAYLOR, LESTER G., JR. (31) G-5518 (32) Capt. (33) 00 (34) AG
Assigned (35) 8th AF 8th FG (36) 359th Fighter (37) 359th Fighter (38) P-51B
Attached for flying (39) 8th AF 8th FG (40) 359th Fighter (41) 359th Fighter (42) P-51B
Original rating (43) P (44) 12/13/42 Present rating (45) P (46) 12/13/42 Instrument rating (47) 7/2/44

From These Hours:

(48) This type	<u>435:45</u>	(49) Instrument time last 6 months	<u>6:30</u>
(50) This model	<u>100:30</u>	(51) Instrument time last 30 days	<u>3:00</u>
(52) Last 90 days	<u>108:00</u>	(53) Night time last 6 months	<u>0:00</u>
(54) Total	<u>422:00</u>	(54) Night time last 30 days	<u>0:00</u>

AIRCRAFT DAMAGE NP 8-24 92c

DAMAGE	(60) LIST OF DAMAGED PARTS
(61) Aircraft <u>3</u>	
(62) Engines <u>1</u>	
(63) Propeller(s) <u>N4</u>	<u>Two (2) Prop blades nicked.</u>

(64) Weather at the time of accident ceiling 1500. Visibility 2 miles, light rain, wind 8 to 12 MPH

(65) Was the pilot flying on instruments at the time of accident? No
(66) Cleared from P-51B (67) Kind of clearance Operational

(68) Pilot's mission Operational

(69) Nature of accident Landing

(70) Cause of accident Pilot made wheel landing. Aircraft hit soft spot in the field and nosed up.

Incl. #4

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01
82
87

DESCRIPTION OF ACCIDENT

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

Capt. Lester G. Taylor, Jr., 369th Fighter Squadron, while making a wheel landing hit a soft spot in the field causing the aircraft to nose up slightly. The condition of the field which is practically unseeded because of constant use was poor because of rain. The nosing up of the aircraft caused him to damage two blades of the propeller on his plane. Investigation of the brakes on the plane showed that they had not been used excessively obviating the possibility that they had locked prior to his landing.

FINDINGS:

75% Pilot error. Poor technique exercised in making wheel landing.
25% Field conditions.

RECOMMENDATIONS:

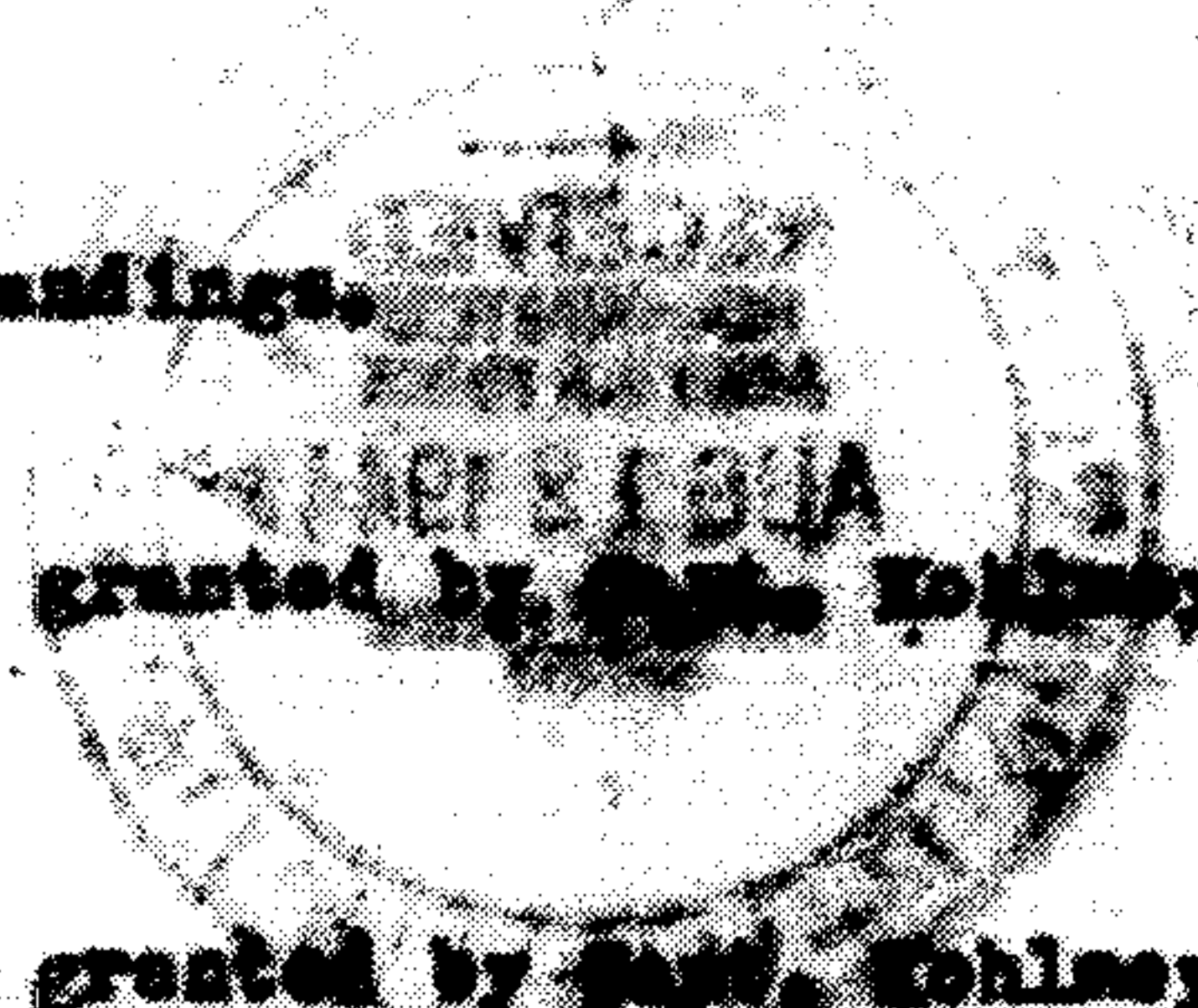
Pilots should not make wheel landings.

NOTE:

15 July 1944 - 5 day extension granted by Capt. Kohlmeier, Asst. A-3, 67th Fighter Wing.

NOTE:

21 July 1944 - 5 day extension granted by Capt. Kohlmeier, Asst. A-3, 67th Fighter Wing.



OP: 463
CL: 001
OP: 802
OP: 179

Signature

Chauncey S. Irvine

CHAUNCEY S. IRVINE, Major, AC16

Edwin F. Przem

EDWIN F. PRZEM, Capt. AC, Rec.

24 JULY 1944

9/7/46 DATE

7-17 STATION

169th Fighter

7910-1-22 AIRCRAFT MODEL

1/2 Lt. 40117

169th Fighter SQUADRON NO AND TYPE

44-3589 AIRCRAFT SERIAL NO

CREW CHIEF OR AERIAL ENGINEER

PERF. CLASS	- PRINT PLAINLY -		USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE ENTER 4 - NIGHT OR I - INSTRUMENT ENTER TIME FLOWN THEREUNDER				FLIGHT DATA	
	NAME - RANK - ORGANIZATION			DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	
	1	2		3	4	5	6	7	8
88	TAYLOR, L.O. Capt. AC O-25618 369 F.A. F-113		11	3:10	:	:	:	FROM: TO: MISSION: 0	NO OF LANDING: 2 3:10
RESERVED	RESERVED FOR: <i>Robert G. Thomson</i> ROBERT G. THOMSON, 1st Lt, Air Corps, Asst. Operations Officer.			:	:	:	FROM: TO: MISSION: NO OF LANDING	:	
				:	:	:	FROM: TO: MISSION: NO OF LANDING	:	
				:	:	:	FROM: TO: MISSION: NO OF LANDING	:	
				:	:	:	FROM: TO: MISSION: NO OF LANDING	:	

ARMY DEPARTMENT
A. A. F.
FORM NO. 1
2-42

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER. CLERK

TRANSCRIBED
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW CHIEF

TOTAL
FLIGHT
TIME

3 : 10

FLIGHT REPORT - ENGINEERING

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INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
DATE OF OR INSPECTION	INSPECTED TODAY			SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
	BY	STATION			SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
							SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	
PRE-FLIGHT	9/7/44	V													
DAILY	9/7/44	V													
25 HOURS	91:25														
50 HOURS	98:00														
100 HOURS	200:00														
Take	96:25														
Return	11:15														

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	BY SYMBOL	INSPECTED BY	STATION
EMBARKMENT			
CONVEYER	J	Johnson	
CHEMICAL			
COMMUNICATIONS	G	Garrattano	
PHOTOGRAPHIC	P	Phair	
NAVIGATION			
Oxygen	V	White	P-133

STATUS TODAY		EXPLANATION:
1.	2.	
V		

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: _____

REMARKS PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

AI Prop damaged on landing L.S. TAYLOR

CERTIFIED CORRECTOR:
Robert C. Thomson
ROBERT C. THOMSON,
1st Lt, Air Corps,
Av't. Operations Officer.

New prop installed (Clark) 9/7/44

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	26:25			
HOURS TODAY	3:20			
TOTAL	29:45			
OIL CHANGE DUE	100			
CAND CLEANING DUE	3100			
AIRCRAFT	HOURS TO DATE	26:25		
	HOURS TODAY	3:20		
TOTAL	29:45			

ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG DATA
<p>ENGINE NO. _____</p> <p>TYPE _____</p> <p>MANUFACTURER _____</p> <p>MODEL _____</p> <p>DATE OF MANUFACTURE _____</p> <p>DATE OF REPAIR _____</p> <p>REPAIR BY _____</p>	<p>AIRCRAFT NO. _____</p> <p>TYPE _____</p> <p>MANUFACTURER _____</p> <p>MODEL _____</p> <p>DATE OF MANUFACTURE _____</p> <p>DATE OF REPAIR _____</p> <p>REPAIR BY _____</p>	<p>ORGANIZATION _____</p> <p>UNIT _____</p> <p>DATE OF ISSUE _____</p> <p>ISSUED BY _____</p> <p>REVISION _____</p>

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9 July 1944.

C E R T I F I C A T E

I, Lester G. Taylor, Jr. Captain, Air Corps, ASN 0-25618, do certify that on 9 July 1944 at 1510, did damage aircraft P51 D-5 serial number 44-13689.

At about 1510 o'clock I landed at the completion of an Operational mission. My approach and landing were both normal until my wheels hit the ground. As soon as I felt them touch, the aircraft started to nose up. It felt as though either the brakes were locked or the wheels had hit in a hole on the field. I was not holding brakes. I know that the aircraft was not rolling before it started to nose up. I recovered using full throttle with stick back and could feel the aircraft give suddenly as though it had broken loose. I went back into the air again and resettled into a normal landing. Two blades of the prop had barely touched the ground and nicked the ends but it did not bend them. It was raining at the time of landing. Visibility was very poor, though this had no effect on the accident.

Lester G. Taylor, Jr.
LESTER G. TAYLOR JR.
Captain, Air Corps,
Pilot.

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~~Fact #2~~

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9 July 1944.

IIAIIIIII

On 9 July 1944 at approximately 1510, Captain Taylor was coming in to land from an operational mission. As he landed the aircraft started to nose up as it looked as if it was stuck but suddenly it took off again into a normal position. The blades of the prop clipped the ground as it started to nose up. It seemed as if his wheels got stuck in the ground as soon as he landed. It was raining at the time and might of course the ground to be soft in spots.

Robert C. Thomson
ROBERT C. THOMSON,
1st Lt, Air Corps.

~~SECRET~~

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9 July 1944.

S T A T E M E N T

I, WILLIAM N. WINZELER, Captain, Air Corps, did examine aircraft P51 D-5 44-13889 after the accident which had the propeller damaged. The brakes were inspected by a member of the Engineering department and found to be in good condition. There were no burns or warps on the brakes and they worked very well.

William N. Winzeler
WILLIAM N. WINZELER,
Captain, Air Corps,
Engineering Officer.

~~Inc 1 #4~~

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FLYING CONTROL
AAF Station F-133
APO 617 U. S. Army

(E-FDF-3)

10 July 1944

SUBJ CT: Statement, Landing Accident of P-51 #44-13689,
9 July 1944.

TO : whom It May Concern.

At 1510 hours, 9 July 1944, Capt. Taylor, Tinplate 70,
flying P-51 No. 44-13689 partially nosed over while landing on
Runway 22. No damage to aircraft was noticed from tower.
Squadron called and gave details.

Fred D. Presnell
FRED D. PRESNELL,
1st Lt., Air Corps,
Flying Control Officer.

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STATION WEATHER OFFICE

AAF-133

APD-837

U. S. ARMY

10 July, 1944.

I CERTIFY, that the weather at this station at 1500 and 1600 hours on 9 July 1944, was as follows:

1500 Hours:

Ceiling 1,500 feet.

Visibility: 2 miles.

Weather: Light continuous rain.

Surface Winds: SW at 8 to 12 mph.

1600 Hours:

Ceiling 1,500 feet.

Visibility: 2 miles.

Weather: Light continuous rain.

Surface Winds: South at 8 to 12 mph.

Ralph B. Platt

RALPH B. PLATT,

1st Lt., Air Corps,

Staff Weather Officer.

~~1001 #6~~

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