

Accident No.

44-11-5-7

Date

Checked by

E.S.

11-18

Analyzed by

R.J.

11-19-43

Copied for Wright

Field by _____

Notes _____

1225:9-43

Accident No.

44-11-5-7

Pilot's Name

Rivier, Arthur A. Jr.

05 Nature Group

Forced landing

24 Specific Nature

Shut up

47 Underlying Nature

Parachute caught on stabilizer
Loss of control

100% 02 Cause Group

Technique

27 Specific Cause

Momentary lack
of proficiency

17 Underlying Cause

Carelessness

100% 01 Cause Group

Judgment

12 Specific Cause

Momentary lapse of
mental efficiency

17 Underlying Cause

Carelessness in
leaving gunner's hatch
open

DERIDDER ARMY AIR BASE

ACCIDENT NO. Radio
44-11-5-7

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

RESTRICTED

(1) Place 15 miles South DAB, Deridder, La. (2) Date 5 November 1943 (3) Time 2045 CRT
AIRCRAFT: (4) Type and model RDB-7B (5) A. F. No. 416 377 (6) Station LAAB, Laurel, Miss.
Organization: (7) 3-Bomb, 3-AF (8) 416 Bomb (9) 669 Bomb.
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY	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)
	<u>P RAINES, ARTHUR A. Jr.</u>	<u>P</u>	<u>0-747891</u>	<u>2nd Lt.</u>	<u>0/18</u>	<u>Air Fcs. 3-Bomb</u>	<u>3-AF</u>	<u>None</u>	<u>No</u>
	<u>B-N MCQUADE, ROBERT J.</u>	<u>B-N</u>	<u>0-749916</u>	<u>2nd Lt.</u>	<u>0/18</u>	<u>Air Fcs. 3-Bomb</u>	<u>3-AF</u>	<u>None</u>	<u>No</u>

(20) RAINES ARTHUR A. Jr. (21) 0-747891 (22) 2nd Lt. (23) 18 (24) Air Forces
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 3-Bomb, 3-AF (26) 416 Bomb (27) 669 Bomb. (28) LAAB, Laurel, Miss.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 3-Bomb, 3-AF (30) 416 Bomb (31) 669 Bomb. (32) LAAB, Laurel, Miss.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 6/22/43 Present rating (35) Pilot (36) 6/22/43 Instrument rating (37) 10/18/43
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	<u>169:55</u>	(42) Instrument time last 6 months	<u>25:10</u>
(39) This model	<u>71:10</u>	(43) Instrument time last 30 days	<u>8:30</u>
(40) Last 90 days	<u>169:15</u>	(44) Night time last 6 months	<u>29:55</u>
(41) Total	<u>410:30</u>	(45) Night time last 30 days	<u>10:15</u>

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M</u>	<u>See attached - DAMAGE TO AIRCRAFT CERTIFICATE</u>
(47) Engine(s) <u>0</u>	
(48) Propeller(s) <u>MIN</u>	

(50) Weather at the time of accident Ceiling and visibility unlimited
(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Pollock, La. Local (53) To Pollock, La. Local (54) Kind of clearance Contact
(55) Pilot's mission Formation Attack
(56) Nature of accident Crash Landing
(57) Cause of accident Pilot less control of ship

R E S T R I C T E D

DESCRIPTION OF ACCIDENT

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

Pilot proceeding on strafing mission lost control of plane at low altitude and affected forced landing.

Responsibility: Pilot error. Upon examination of plane after accident, no defective control mechanism systems were found. All flight controls worked free and easily. Pilot's statement of power setting of throttle and rpm's would bear out statement of airspeed as reported, which would in turn be sufficiently high to prevent stalls caused from low airspeed. There is no indication that the pilot was pulling out of a dive or that the airplane had been placed in any other unusual attitude.

Recommendations: None.

Signature

Madison C. Wright, Jr.
(Investigating Officer)

MADISON C. WRIGHT, Jr.,
2nd Lt, Air Corps,
Asst. Base Opns. Officer,
Accident Investigation Officer.

Date 15 November 1943.

11/5/43

DATE

Pollock, La.

STATION

416 Bomb (L)

GROUP NO. AND TYPE

RDB-7B

AIRPLANE MODEL

Harry C. Wilsman

CREW CHIEF OR AERIAL ENGINEER

669 Bomb (L)

SQUADRON NO. AND TYPE

AL-377

AIRPLANE SERIAL NO.

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA			
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I
1	2	3	4	5	6	7	8	9		
18	RAINES, ARTHUR A. Jr. 669th Gp. LAAF 0-747891 2nd Lt.	21/20	P					FROM:		
18	MCQUADE, ROBERT J. 669th Gp. LAAF 0-749916 2nd Lt.		1:10	:	:	:	:	TO: Local	09 35	
			1:10	:	:	:	:	MISSION: T	NO. OF LANDINGS 1	1 30
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			:	:	:	:	:	TO:		
			:	:	:	:	:	MISSION:	NO. OF LANDINGS	

A TRUE COPY:

Madison C. Wright, Jr.
MADISON C. WRIGHT, Jr.
2nd Lt., Air Corps,
Ass't Base Ops Officer

WAR DEPARTMENT
A A F
FORM NO 1
TENTATIVE-12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF

TOTAL
FLIGHT
TIME

FLIGHT REPORT - ENGINEERING

Restricted

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT	11-5-43	Wilsmon	Pollack
DAILY	11-4-43	Wilsmon	Pollack
25 HOURS	495:35		
50 HOURS	495:35		
100 HOURS	544:34		

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE OFF)

SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
	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		
1ST		398		88		88						
2ND												
3RD												
4TH												
5TH												

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
POMBARDMENT	W	Wilsmon	Pollack
GUNKERY	W	Wilsmon	Pollack
CHEMICAL			
COMMUNICATIONS	S	Smolel	Pollack, Ia.
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY

1. /	2.
3.	4.

EXPLANATION: **Retack. Gen. broken at conduit connection. RCYH head Temp Gage out. No oxygen, Landing light out, landing gear warning horn release switch out.**

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOOL 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

{ **A.A. Raines** }

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

#1. A.A. Raines - CRASH
10:45 3MI No. Longview

A TRUE COPY:

Madison C. Wright, Jr.
MADISON C. WRIGHT, Jr.
2nd Lt., Air Corps,
Ass't. Base Operations Officer.

AIRPLANE AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE	NO 1	NO 2	NO 3	NO 4
HOURS TO DATE	261:05	261:05		
HOURS TO DATE				
TOTAL OIL CHANGE DUE	E.C.	E.C.		
CUNO CLEANING DUE	495:35	495:35		
HOURS TO DATE			482:05	
AIRPLANE HOURS TODAY				
TOTAL				

ENGINE DATA

(1)	37-432	ENGINE SERIAL NO.
(2)	58-948	ENGINE SERIAL NO.
(3)		ENGINE SERIAL NO.
(4)		ENGINE SERIAL NO.
TOTAL FLIGHT TIME		

AIRPLANE DATA

AAF	COMPONENT
RDB - 7B	AIRPLANE MODEL
AL - 377	AIRPLANE SERIAL NO.

AIRPLANE ORG. DATA

3rd. AF	AIR FORCE
3rd. B.C.	COMMAND, CORPS AREA OR DEPT.
416th. Bomb Grp (L)	GROUP NO AND TYPE
669th. Bomb Sq (L)	SQUADRON NO. AND TYPE
Pollack	STATION
S/Sgt. Wilsmon	CREW CHIEF OR AERIAL ENGINEER
11/5/43	DATE

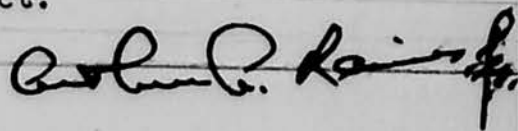
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Statement of Lt. Arthur A. Raines, Jr.

I went in low to strafe and bomb ground troops at about 75 feet. Pulled up slightly at end of run, and upon leveling off, noticed extreme vibration in tail section, resulting in considerable loss of control. I checked my airspeed which read 230 m.p.h. and estimated my altitude to be about 100 feet. In spite of my efforts, aircraft refused to regain altitude. I tried several times, pulling back on the stick, and the tail would go down, but the nose would not come up. I was using about 30" manifold pressure and about 2100 r.p.m. and the engines sounded alright.

Due to having very little control over the ship, I decided to attempt a crash landing. Notified the bombardier, cut throttles, and dropped flaps. Just before impact, I cut switches.

I certify this statement to be correct.



ARTHUR A. RAINES, JR,
2nd Lt, AVS-AC

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Statement of Lt. Robert G. Meredith

I was following Lt. Raines' ship just after dropping down for a simulated attack on tanks. I started pulling up and noticed that Lt. Raines was dropping lower. A few seconds later, I noticed he had dropped down between the trees and was skidding around pretty much dodging pine trees.

He reached the edge of a clearing and began settling down for a wheels-up landing. I watched the plane skid to a stop and began circling until Lts. Raines and McQuade got out and signalled that they were o.k.

Robert G. Meredith

ROBERT G. MEREDITH,
2nd Lt, Air Corps.

Restricted

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Statement of Lt. Robert J. McQuade

While attacking tanks in the vicinity of Longville the pilot passed over ground forces from simulating a strafing ground attack. The altitude at this time was 75 feet; the pilot then pulled up to approximately 100 feet. At this time the tail began shuddering, and we began losing altitude. After all attempts to gain altitude failed, the pilot called, telling me to prepare for a crash landing. The pilot then made a belly landing in a clearing three miles North of Longville. The time of this accident was about 1045.

I certify the above statement is correct.

Robert J. McQuade
ROBERT J. MCQUADE,
2nd Lt, Air Corps,
Bombardier Nav.

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STATEMENT

5 November 1943

I was working along the railroad track about 200 feet away from the site of the accident. I first noticed the plane as he was apparently rushing around over the sky with the pilot out of control of the airplane. At that time he was about 50 or 75 feet high. From the first time I saw him until he hit took about one half minute, the time of the accident was about 10:25.

I saw the two people climbing out as I was walking over, they were not hurt. I am not too familiar with airplanes.

F. Foote.

F. Foote.
PO Box 124,
DeRidder, La.

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AIRCRAFT ACCIDENT REPORT

Reference: AAF Regulation 62-14

Class II Accident
I or II

_____ Damage

- a. Date, time and place of accident - 5 NOVEMBER 1943 - 1045 CWT - 15 MILES S. DERIDDER LA
- b. Full name, rank component, command and home station of pilot. - ARTHUR A RAINES JR. - 2nd LT, - AUS - 669 BOMB SQ - 416 BOMB GP
ROBERT J MCQUADE - 2nd LT, - AUS - 669 BOMB SQ - 416 BOMB GP
LAAB, LAUREL MISS
- c. Nature and cause of accident - EMERGENCY FORCED LANDING DUE TO LOSS OF CONTROL OF PLANE
- d. Duty, full name, rank, component, command and injury all personnel involved. - NONE
- e. Mission - FORMATION AIR ATTACK
- f. Weather - 25000 foot ceiling - VIS 6 miles - WIND S. 10 to 14 MPH
- g. Serial number of Aircraft, Type, and Model - A1 377 - RDB-7B
- h. Home station of aircraft - LAAB, LAUREL, MISS
- i. Engine or Engines. - BOTH ENGINES SUBJECTED SUDDEN STOPPAGE. PROPELLERS BENT, BELLY TORN
- j. Failure of Material - Undetermined
- k. Disposition of Aircraft - 322nd Sub-Depot, DAAB, DeRidder, La.
- l. Damage to Private Property - None

NOTE: All questions are to be answered in detail. In case space is not sufficient, answer on reverse side.
For further information see page 17, AAF Regulation 62-14.

Madison G. Wright, Jr.
 MADISON G. WRIGHT, JR.
 2nd Lieut., Air Corps,
 Asst. Base Ops. Officer
 RANK _____ ORGANIZATION _____

(Over)

322ND SUB-DEPOT ENGINEERING
DERIDDER, LOUISIANA.

C E R T I F I C A T E

DAMAGE TO AIRCRAFT

DATE 15 Nov. 1943

Airplane type FDB-7B A.A.F. No. AI-377 with engine type
GR-2600-A5B0 A.A.F. No. #(1) 37432 #2 58948 installed
therein which was involved in an aircraft accident at 15 miles south of
Deridder Army Air Base on 5 Nov. 1943 at 1045
When Pilot lost control of airplane due to vibration of tail section, and
made a crash landing.

AIRPLANE A.A.F. NO. AI-377
Date of Acceptance: unknown
Time since last reconditioning: New
Total time: 482:05

DAMAGES:

Fuselage N
Outboards wing panel R
Propellers R
Landing gear R
Empennage R

RECOMMENDATION: Airplane be placed in Class 26.

ENGINE: A.A.F. NO. #(1) 37432 #(2) 59848
Time since last reconditioning: unknown
Total time: time shown on form 1A: 261:05 on both engines.

DAMAGES:

Engines R

RECOMMENDATION: Engines be removed in accordance with T.O. 02-1-15,
and sent to control depot for compliance with T.O.
CC-25-4.



E. I. Bistrow
1st. Lt. Air Corps,
Sub-Depot Engr. O.

R REPAIRABLE
N NON-REPAIRABLE

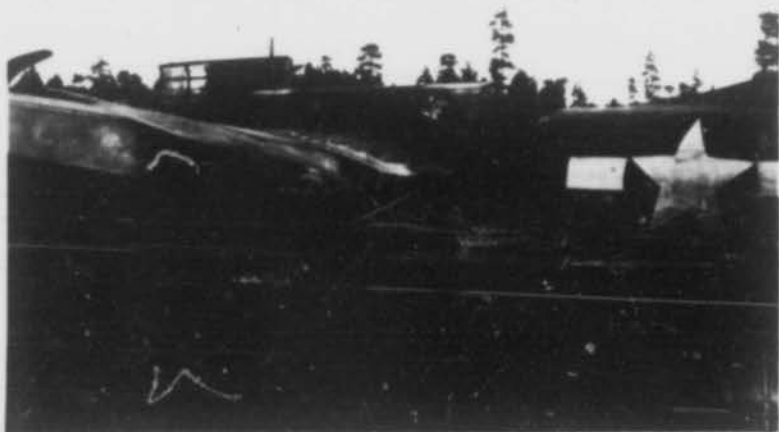
317AB3630 RDB7B AL377



317AB3630-3 RDB7BAL377



317AB3630-2 RDB7BAL377



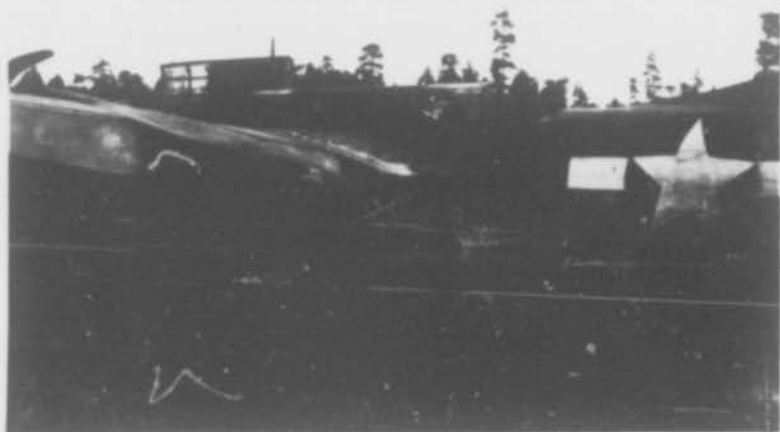
317AB3630 RDB7B AL377



317AB3G30-3 RDB7BA377



317AB3G30-2 RDB7BA377



317AB3630 RDB7B AL377



317AB3G30-3 RDB7BAL377



317AB3G30-2 RDB7BAL377



RESTRICTED

HEADQUARTERS ARMY AIR BASE
OFFICE OF THE BASE COMMANDER
DE RIDDER, LA.

(G-1)

000.93

16 November 1943

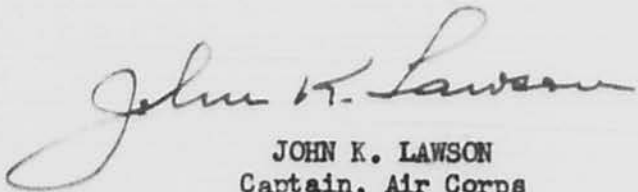
SUBJECT: Aircraft Accident Report.

TO : Headquarters, Office of Flying Safety, Army Air Forces,
Winston-Salem, North Carolina.

1. In compliance with Third Air Force Memorandum No. 60-7A, dated 10 April 1943, inclosed herewith AAF Form No. 14 on accident to RDB-7B, A. F. No. AL 377, belonging to 669th Bombardment Squadron (L), 416th Bombardment Group (L), Laurel Army Air Base, Laurel, Mississippi.

2. This report is submitted late due to the fact that the 322nd Sub-Depot was delayed in bringing aircraft into the sub-depot to ascertain damage because of extreme swampy condition of the land surrounding the scene of accident.

For the Commanding Officer:



JOHN K. LAWSON
Captain, Air Corps
Adjutant

1 Incl
AAF Form No. 14
w/supporting papers.



RESTRICTED

50

2 RB-7B

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

FOR ACTION AIU
FOR INFO/FC MGMT
FOR FILE M&R

DATE 5 NOV 43

X

T.W.X.

TELEGRAM

504

WSAL361 V DER40 NR7 PRIORITY 3

FROM MACINTYRE HQ DAAB DERIDDER LA NOV 052120Z

TO CHIEF FLYING SAFETY NISSEN BLDG WINSTONSALEM NORTH CAROLINA

*Aircraft 4
Engines 44
Props 44*

*3
3B
416
669
455*

DER N821 PERIOD CITE PART FIVE AAF REG SIX TWO DASH ONE FOUR FOLLOWING
ACCIDENT REPORT IS SUBMITTED COMMA CLASS TWO ACCIDENT PERIOD

A 5 NOVEMBER 1943 COMMA 1045 CWT COMMA 15 MILES S DERIDDER LA

B ARTHUR A RAINES JR COMMA SECOND LT COMMA AUS COMMA SIX SIX NINE BOMB
SQ COMMA FOUR ONE SIX BOMB GP COMMA LAUREL AAB COMMA LAUREL MISS
PERIOD ROBERT J MCGUADE COMMA SECOND LT COMMA AUS COMMA SIX SIX NINE
BOMB SQ COMMA 416 BOMB GP

C EMERGENCY FORCED LANDING DUE TO LOSS OF CONTROL OF PLANE

D NONE

E FORMATION AIR ATTACK

*01 Arthur A. Raines Jr. 2nd Lt.
04 Robert J. McGuade 2nd Lt.*

F CAVU

G AL THREE SEVEN SEVEN COMMA RDB SEVEN B

H LAUREL AAB COMMA LAUREL MISS

I BOTH ENGINES SUBJECTED SUDDEN STOPPAGE PERIOD PROPELLERS BENT COMMA
BELLY TORN

*105424
05 17 49
063222
37 92 01 2 107*

J UNDETERMINED

K THREE TWO TWO SUB DEPOT COMMA DAAB COMMA DERIDDER LA

L NONE

#121/JH

44-11-5-7

1292:10-43

*44-11-5-7
11/20*

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Transmittal of Regional Safety Officer's Accident Investigation Report, RDB-7B
Accident, 5 Nov 1943, About 15 Miles South of DeRidder, Louisiana.

TO: Chief, Research & Statistics Division, Office of Flying Safety DATE 19 Nov 1943

FROM: Prevention & Investigation Division, Office of Flying Safety COMMENT NO. 1
JHIG/amb/107

Forwarded in compliance with paragraph 1 of attached report.

1 Incl - Cy subj rpt.

for JHIG
GEORGE W. LANE, JR.,
Major, Air Corps,
Actg Chief, Prev. & Invest. Division.

*To Evaluation Section
for necessary action. Please
inform me of action taken*

RESTRICTED

HEADQUARTERS ARMY AIR FORCES OFFICE OF FLYING SAFETY

REGIONAL SAFETY OFFICER'S REPORT
AIRCRAFT ACCIDENT INVESTIGATION

Accident No. _____

Safety Region No. 3

Date: 12 November 1943

LOCATION: About 15 miles south of DeRidder, Louisiana.

DATE: 5 November 1943

TIME: 1045 CWT

AIRCRAFT: Type: RDB-7B, AF No. AL 377

Organisation: 416th Bombardment Group (L), Laurel Army Air
Field, Mississippi.

1. This report is written not as complete in itself but as an appendage to the regular Form 14 report because it is thought that certain factors listed herein might not have been known to or considered by the accident investigating committee.

2. This accident was learned of while weather bound at DeRidder enroute to Laurel. The pilot's statement was read and the scene of the accident visited in company with Lt. Col. John L. Richardson, Captain R. S. Lee, Captain Fuhrmeister, and the Chief Inspector of the 322d Sub-Depot.

3. The airplane had been landed wheels up and bomb-bay doors open, on rolling terrain studded with stumps. Both propellers and one engine were damaged. An undetermined amount of damage was done to the bottom of the fuselage. Characteristic fuselage wrinkles were observed just forward of the wing leading edges. No damage was noted aft of the rear lower hatch.

4. Engine functioning was reported normal and gasoline was observed in all tanks with gauge readings indicating: tank No. 1, 45 gallons; No. 2, 35 gallons; No. 3, 70 gallons; No. 4, 45 gallons.

5. The airplane (within the limits of its crash position) was carefully examined for any structural defect which might have contributed to the severe vibrations described in the pilot's statement, but nothing was found. All control surfaces were checked in perfect condition, and actuation of these surfaces from the cockpit controls was found to be smooth and positive. Tension in all cables appeared normal. No loose gear was found.

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6. This accident was discussed with the pilot after arrival at Laurel (his home station) and later this officer was present while the pilot was interviewed by Lt. Col. Ford. During this latter interview it was determined that a parachute had been lost from the gunner's compartment and picked up a short distance behind the first landing contact. It was also established that the gunner compartment hatch on this airplane was, because of some defect, latched in the open position for the flight, that no gunner was carried, and that the gunner's parachute was stowed loose in this compartment. The airplane was flying in a trail formation on a ground attack mission and evasive action was being practised. These maneuvers could provide the motion necessary to throw the parachute from the airplane. The pilot stated that he thought the airplane was flying smoothly after the airspeed had been reduced almost to its landing speed.

7. Examination of the parachute indicated that it struck the ground in its normal packed condition and burst and strung out upon impact. Tack stitching on the risers was not broken. This was a seat type parachute with a jungle kit attached to the back harness.

8. It appears entirely possible that this parachute could have been thrown from the gunner's compartment and lodged on the horizontal stabilizer, seat pack on one side and jungle kit on the other, and gradually worked outboard along the leading edge sweepback of the horizontal stabilizer, falling off just before the landing contact.

9. It is readily visualized that the turbulence caused by such a condition could violently excite a pilot and because of the low altitude convince him that there would be no opportunity to jump and thus induce the decision to land immediately before the airplane came apart. What actually happened in regard to response of controls at high speed is unknown but the airplane was apparently landed under perfect control. Any apparent discrepancy in the pilot's statement could probably be explained by excitement under the circumstances.

10. It is the opinion of this officer that this accident was caused by a loose parachute being thrown from the open hatched gunner's compartment onto the horizontal stabilizer.

CHARLES H. LESSENE, JR.
Captain, Air Corps
Regional Safety Officer

RESTRICTED

Transmittal of Regional Safety Officer's Accident Investigation Report, RDE-7E
Accident, 5 Nov 1943, About 15 Miles South of DeRidder, Louisiana.

Chief, Research & Statistics Division, Office of Flying Safety 19 Nov 1943

Prevention & Investigation Division, Office of Flying Safety

JHLG/amb/107

1

Forwarded in compliance with paragraph 1 of attached report.

1 Incl - Cy subj rpt.

GEORGE W. LANE, JR.,
Major, Air Corps,
Actg Chief, Prev. & Invest. Division.

Accident No.

44-12-5-46

Date

Checked by

MA

12-21-43

Analyzed by

MW

12-23-43

Copied for Wright

Field by _____

Notes

Att: Lt Goodman

Violation of regulation

loose equipment in

plane Noted: F.O.

1225:9-43

Accident No.

44-12-5-46

Pilot's Name

Raines, Arthur A. Jr. Lt.

05 Nature Group

Forced landing

24 Specific Nature

Wheels up

67 Underlying Nature

Misc

100 % 36 Cause Group

Misc Parachute

91 Specific Cause

fell from plane

31 Underlying Cause

and caught on
tail surfaces

Cause Group

Specific Cause

Underlying Cause

WAR DEPARTMENT
U. S. ARMY AIR FORCES

RESTRICTED

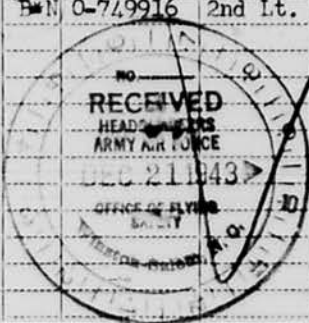
REPORT OF AIRCRAFT ACCIDENT

44-12-5-46

(1) Place 15 Miles South DAAB, DeFidder, La. (2) Date 5 November 1943 (3) Time 10:5 CWT
 AIRCRAFT: (4) Type and model DE-7B (5) A. F. No. AL 377 (6) Station LAAF, Laurel, Miss.
 Organization: (7) 3-Bomb, 3-AF (8) 16 Bomb (9) 669 Bomb.
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	RAINES, ARTHUR A. Jr.	P	0-727891	2nd Lt.	18	Air Fcs.	3-Bomb3-AF	None	No
P	MCQUADE, ROBERT J.	P	0-729916	2nd Lt.	18	Air Fcs.	3-Bomb3-AF	None	No



PILOT CHARGED WITH ACCIDENT

(20) RAINES ARTHUR A. Jr. (21) 0-727891 (22) 2nd Lt. (23) 18 (24) Air Forces
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 3-Bomb, 3-AF (26) 16 Bomb (27) 669 Bomb. (28) LAAF, Laurel, Miss.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 3-Bomb, 3-AF (30) 16 Bomb (31) 669 Bomb. (32) LAAF, Laurel, Miss.
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 6/22/43 Present rating (35) Pilot (36) 6/22/43 Instrument rating (37) 10/15/43
 (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 169:55 (42) Instrument time last 6 months 25:10
 (39) This model 71:10 (43) Instrument time last 30 days 8:3
 (40) Last 90 days 169:15 (44) Night time last 6 months 29:55
 (41) Total 410:30 (45) Night time last 30 days 10:15

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M4</u>	See attached - DAMAGE TO AIRCRAFT CERTIFICATE
(47) Engine(s) <u>4 4</u>	
(48) Propeller(s) <u>4 4</u>	

(50) Weather at the time of accident Cloud and visibility unlimited

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Pollock, La. Local (53) To Pollock, La. Local (54) Kind of clearance Contact

(55) Pilot's mission Formation Attack

(56) Nature of accident Crash Landing

(57) Cause of accident Pilot lost control of ship

DESCRIPTION OF ACCIDENT

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

Pilot was flying a strafing mission at 5000 ft. He was about the fourth ship in a line of six. Just passing over the target the pilot attempted several times to regain his altitude but suddenly had no control which he attributed to a shuddering condition in the tail section. Not being able to regain his altitude and having very little control, the pilot decided to crash land, wheels up. He notified the bombardier and then made a belly landing. The pilot and bombardier stated that a parachute fell out of the rear cockpit during the flight and just prior to landing.

REMARKS: There are two possibilities that could have been the cause of the accident. First, that the pilot attempted too sharp a pull up and momentarily produced a stalled condition. This would be pilot error. Second, that due to excessive tactics being used, and both rear hatches being open, a loose parachute in the rear compartment fell out and either momentarily hung on, or struck, the tail surface causing a loss of control. This is in violation of " . . . 01-1-100 "Access Regt. in 4/7."

RECOMMENDATIONS:

1. That pilots be thoroughly cautioned against too sharp pullouts that might cause a stall or near stalled condition.
2. That no pilot take off in any ship with loose equipment aboard and particularly loose equipment with all hatches open and please excessive tactics to be used.
3. It is further recommended that all military personnel be continuously reminded to adopt a hands off policy (except for first aid and saving property) when at the scene of an accident. All of the equipment and wreckage should be left undisturbed until the arrival of the investigating officer's. Further, any additional information known or determined at any subsequent date should be forwarded to the Incident Committee concerned for their consideration.

David M. Dent

DAVID M. DENT
Captain, Air Corps,
President, Accident Committee

R. W. Humphrey

R. W. HUMPHREY
Captain, Air Corps,
Member, Incident Committee.

Signature (Investigating Officer)

Date

669TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
(ORGANIZATION) (I-1)
Office of the Engineering Officer

Place LAAF.
Laurel, Miss.
Date 27 November 1943

SUBJECT: Certificate Of Damage

TO : Sub-Depot Engineering Officer, 522nd Sub-Depot, De Ridder Army Air Base, De Ridder, Louisiana.

1. In compliance with A.A.F. Regulation 65-53, the following certificate is submitted:

2. Damage caused by Belly Landing: Arthur A. Raines, 2nd Lt., O-747891
(statement of how damage occurred; name, rank and serial no. of Pilot)
RDB-7B Airplane, AL-377: Left Eng. No. 37432: Rt. Eng. No. 58948.
type and serial nos. of airplane and engine (s), and circumstances of accident
Parachute was dislodged from Rear Gunners Compartment: Hung on Tail Assembly
causing severe loss of control and subsequent Emergency Landing.

3. The damages were due to no fault or neglect of anyone concerned and were incurred during authorized operations.

4. I certify that the above facts are true and correct to the best of my knowledge.

/s/ Arthur A. Raines
SIGNATURE
ARTHUR A. RAINES JR.,
SECOND LIEUTENANT, AIR CORPS,
RANK
669th Bomb. Sq. (L)
416th Bomb. Gr. (L)
ORGANIZATION

A TRUE COPY

David M. Best
DAVID M. BEST
Captain, Air Corps

David M. Best

DeRidder Army Air Base
DeRidder, La.,
15 December 1943
1200.

▼ Capt. Best : Is this Robert J. McQuade?

Lt. McQuade: Yes

B This is Capt. D. M. Best, the President of the Accident Investigating Committee, DAEB, DeRidder, La.

B We are reopening our investigation of the accident on 5th November. The accident of D.B.7--AL377 involving 2nd Lt. Arthur A. Raines, the Pilot, and yourself, bombardier. I am going to question you further over the phone.

M All Right.

B Do you have any further statement you would like to make?

M No

B Suppose I read your statement I already have and see if there is any further statement you care to make.

- Statement Read by Capt. Best to Lt. McQuade-

M I cannot add anything to it.

B Do you recall anything during or after the accident of a parachute being found on the tail or near the accident?

M We walked back approximately 300 yards and found a parachute laying on ground.

B Where was the parachute?

M 600 yards, approximately behind plane where it stopped.

B Did it belong to your Squadron?

M Yes.

B Was it originally in your ship?

M Yes.

B Was the rear bottom hatch open during the flight?

M Yes.

B Was the rear top hatch open during the flight?

M Yes.

B Why were hatches open?

M I don't know.

B Were you using evasive tactics?

M Yes.

B How violently?

M Not too bad--in trail 6 ship formation, over tanks.

B What type evasive action?

M Up and down 25-50.

B Any slipping? Banking left and right?

M Only normal banking.

B What about the shuddering tail? How did you know it was the tail? Where were you sitting?

M I was sitting in nose. I assumed it was in the tail.

B What number in line was your ship?

M I think number 4.

B Was the parachute open or in its pack when found?

M The parachute opened when it hit the ground.

B How do you know?

M That is an assumption.

B What became of the parachute?

M The parachute was brought back to DeRidder by one of the guards. I rode back with Capt. Humphreys.

B When did you get the parachute again?

M At DeHidder, we took it in the other ship when we left. The chute was laying in operations.

B Why wasn't this parachute information offered or included on the first statement?

M I don't know, I didn't think there was anything to it. Capt. Humphreys, I thought was aware of the parachute information.

B Did you mention anything about the parachute to Capt. Humphreys while at the accident or returning?

M No.

B Did anyone else?

M No, not that I know of.

At this point Lt. Raines statement in "Certificate of Damage" was read to Lt. McQuade.

B When did you, or other persons in your outfit, decide this to be the cause of the accident?

M I don't know.

B Do you know how Lt. Raines knew the parachute hung on the tail?

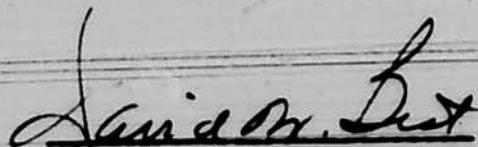
M I don't know, but there was an investigation here and that was the conclusion of the board.

B What is Lt. Raines present assignment in California?

M On leave. He is due back 22nd.

B That will be all, thank you. Goodbye.

I certify the above is a true and correct copy of a long distance telephone conversation between Captain D. M. Best and 2nd Lt. Robert J. McQuade.


DAVID M. BEST
Captain, Air Corps

HEADQUARTERS-De RIDDER ARMY AIR BASE
OFFICE OF THE COMMANDING OFFICER
De RIDDER, LOUISIANA

(G-1)

IN REPLY
REFER TO

000.93

16 December 1943.

SUBJECT: Aircraft Accident Report.

TO : Headquarters, Office of Flying Safety, Army Air Forces, Winston-Salem, North Carolina.

1. Inclosed are new AAF Form 14 and accompanying papers in the case of 2nd Lt. Arthur A. Raines, Jr. The accident covered, occurred 5 November 1943, and the original papers and AAF Form 14 were submitted 16 November.

2. Upon receiving letter 360.33, Headquarters, Third Bomber Command, dated 3 December 1943, and 1st Indorsement 3AF 360.33, the investigation of this accident was reopened. Inclosure No. 2 was located in the files of the 322nd Sub-Depot, and was not previously submitted to the accident committee. Inclosure No. 3 is a certified record of a long distance telephone conversation and is included rather than a regular statement since it would require several days to obtain such a statement.

For the Commanding Officer:



LEROY E. BEHRENS
1st Lieutenant, Air Corps
Assistant Adjutant

3 Incls
Incl #1- AAF Form 14.
Incl #2 -Cert. of Damage.
Incl #3- Rec. of Long Dist.
tel. conversation.