WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 1, 1942)

RESTRICTED

WAR DEPARTMENT
AAF STATION 170
U. S. ARMY AIR FORCES

ACCIDENT NO. 083

44-6-1-509

REPORT OF AIRCRAFT ACCIDENT

01-001

(1) Place AAF Station 170 (2) Date 1 June 1944 (3) Time 1220

AIRCRAFT: (4) Type and model AT-6D (5) A. F. No. 41-34623 (6) Station AAF STATION 170

Organization: (7) IX BC Ninth AF (8) 416 Bomb (L) (9) 668 Bomb (L)
(Command and Air Force) (Group) (Squadron)

2393

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	Osborne, Arthur E., Jr.	Pilot	0-684403	1st Lt.	18 01	AC	Ninth AF	None	None
68 K	Conant, Hiram F.	Pilot	0-397619	Capt.	01	AC	Ninth AF	None	None

RECEIVED HEADQUARTERS ARMY AIR FORCES JUN 24 1944 ARMY AIR FORCES

(20) Osborne, Arthur E. Jr. (21) 0-684403 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) IX BC Ninth AF (26) 416 Bomb (L) (27) 668 Bomb (L) (28) AAF Station 170
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) (30) (31) (32) 2393
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 6-26-43 Present rating (35) Pilot (36) 6-26-43 Instrument rating (37) 9-3-43
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	AT-6 AT-6D	3:40 1:05	(42) Instrument time last 6 months	2:15	1:00
(39) This model		131:35	(43) Instrument time last 30 days		
(40) Last 90 days		713:30	(44) Night time last 6 months		
(41) Total			(45) Night time last 30 days		

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft		3			Left Wing, main landing gear and propeller
(47) Engine(s)		1			
(48) Propeller(s)		4			

(50) Weather at the time of accident 2 miles visibility. 1500 ft ceiling. Wind 278° 15 mph.

BE

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

(52) Cleared from AAF Station 170 (53) To AAF Station 170 (54) Kind of clearance Local

2393 2393

(55) Pilot's mission Local transition.

76

(56) Nature of accident Landing Accident.

07

(57) Cause of accident Ground Loop.

1/2 82

4

58. Has the AAF Form 54 been submitted? No.

620 A.A.F.

RESTRICTED

7-8-44

RESTRICTED

DESCRIPTION OF ACCIDENT

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

Narrative: Lt. Osborne made a norma l approach for his second landing of the period in the A[illegible] made a three point landing and after the aircraft had [illegible]roximately 75 yards it started to veer to the right. [illegible]heck pilot state that full left rudder and brake [illegible]t change the course of the plane. The air[illegible] at an angle of approximately 60° to the [illegible]he left gear hit the dirt off the runway, [illegible]main landing gear and propeller t[illegible]

RESPONSIBILITY: Runway 15 w[illegible] repairs on runway 11 and 29. Th[illegible] AT-6 had made under approximate[illegible]ccident was caused by the pilot failin[illegible] for the cross wind. Application of th[illegible]ould have undoubtedly stopped the grou[illegible]

Recommendations: None.

Inclosures: 3
Incl #1 - Statement of Pilot.
Incl. #2 - Statement of Check Pilot.
Incl. #3 - Statement of Flying Control Clerk.

APPROVED: Harold L. Mace
HAROLD L. MACE,
Colonel, Air Corps,
Commanding.

Signature John G. Napier
(Investigating Officer)
JOHN G. NAPIER, Major, Air Corps.

Date 6 June 1944

Hq SOS USAPP/6-43/19M/10404

RESTRICTED

RESTRICTED

1 June 1944

STATEMENT

After forty-five (45) minutes of local transition and one (1) landing in the AT-6 Airplane, I entered the standard traffic pattern for runway fifteen (15) and proceeded with the normal landing procedure.

When wheels and flaps were lowered, I established a glide and dropped my right wing to avoid drift from a direct cross-wind and made a three-point landing. As the airplane was slowing down, it commenced to turn to the right. I immediately applied left rudder, but due to a cross-wind the aircraft tended to skid sideways. Full left rudder and brake were used but the plane continued to skid and as a result, went off the runway sideways. As the landing gear hit the soft dirt it collapsed, swinging the aircraft around and nosed it into the ground. I immediately cut the ignition switches and pulled back the mixture control. No one in the aircraft was injured.

Arthur E. Osborne Jr.

ARTHUR E. OSBORNE, JR.,
1st Lt., Air Corps.

RESTRICTED

Incl. #1

RESTRICTED

1 June 1944

STATEMENT

1. Lt Osborne and I took off at about 1030 for local transition flying. I was Pilot in the front cockpit. After about 45 minutes I landed so that we could exchange places. I experienced appreciable difficulty in maintaining directional control while rolling to a stop after landing. I know there was considerable cross wind but assumed at first that most of my difficulty was my lack of practice in a single engined conventional geared ship. Lt Osborne made a good take-off and a good landing. He decided to shoot another landing and so took-off. He made a good approach dropping his right wing to correct for drift. He made a good landing three point and shortly there-after the plane veered slightly to the right. I noticed him attempt a correction by using heavy left rudder. This had no apparent effect on the plane, as it continued turning slowly further to the right. When the plane reached about 15° to the runway it commenced skidding with a dribbling effect and its degree of turning increased until it reached not more than 30° when it left the runway. Upon hitting the dirt, the left landing gear collapsed, the left wing dug in and the plane skidded around to a stop 90° to the direction of the runway. I did not attempt to take the controls as I believed Lt Osborne to be doing all he could. At the time I realized that Lt Osborne had lost full control I considered using throttle but dismissed it as I believed it too late to do any good.

Hiram Conant

HIRAM F. CONANT,
Captain, Air Corps

Encl. #2

RESTRICTED

RESTRICTED

S T A T E M E N T

On 1 June 1944 one AT 6, No. 623 was shooting landings on runway #15. At approximately 1217 hours the AT 6 called for landing instructions and was instructed to land on #15. I watched the aircraft on its down wind base leg and final approach and at no time was there any indication of trouble. This aircraft made a good touchdown--no swaying or swerving. After aircraft touched down, I started to log his time and I heard the noise of an accident. I looked up in time to see the AT 6 come to rest on the right side of the runway on the grass. It was resting on its left wing at about a 120 degree angle to the runway. I called the tower to notify them of the crash. By the time my call was in tower had already sent the crash assistance as prescribed by station regulations.

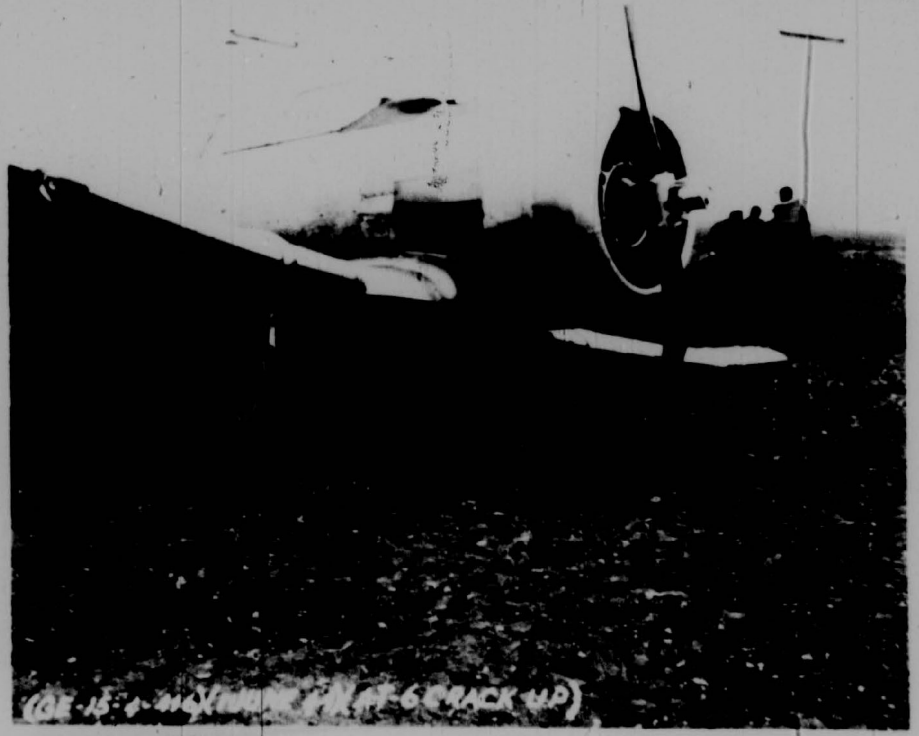
Ellis L. Harlow, 31199586,
Corporal, Air Corps,
A. F. C. on watch.
Cpl. Ellis L. Harlow

Encl. # 3.

RESTRICTED



(GE-15-4-416)(1JUNE 44)XAT-6 CRACK UP)



(GE-15-4-416)(1JUNE 44)XAT-6 CRACK UP)



(GE-15-5-416)(1JUNE 44)XAT-6 CRACK UP)



(GE-15-7-416)(1JUNE 44)XAT-6 CRACK UP)

E - WF - 7

RESTRICTED

H E A D Q U A R T E R S
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

APO 140, U.S. Army,
6 June 1944.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, IX Bomber Command, APO 140, U.S. Army.

Transmitted herwith is AAF Form 14 with inclosures (quadruplicate) covering accident to aircraft AT-6D, ACSN 41-34623, on 1 June 1944, piloted by Lt. Arthur E. Osborne, Jr.

360.33

For the Commanding Officer:

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

Incl: 1
AAF Form 14 with inclosures (quadruplicate).

360.33 1st Ind. E-J-1
HEADQUARTERS IX BOMBER COMMAND, APO 140, U.S. ARMY, 11 June 1944.

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

Approved.

For the Commanding General:

Richard E. Sanders
RICHARD E. SANDERS,
Colonel, Air Corps,
Chief of Staff.

1 Incl:
1 cy w/d

RESTRICTED

RESTRICTED

360.33 2nd Ind. E-S1-12

HEADQUARTERS, NINTH AIR FORCE, (REAR), APO 696, U. S. ARMY, 14 June 1944.

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

Report of the Aircraft Accident Officer approved.

For the Commanding General:

Harry E. Koch

HARRY E. KOCH
Major, Air Corps,
Asst. Adj. General.

1 Incl:
n/c (2 cys ea w/d.)

1426

RESTRICTED

Accident No. 11-6-1-509

Date

Checked by [illegible] 7-7-11

Analyzed by

Copied for Wright
Field by

Notes

1225:9-43