WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

RESTRICTED

WAR DEPARTMENT
FLORENCE ARMY AIR FIELD
U. S. ARMY AIR FORCES

ACCIDENT NO. 101

REPORT OF AIRCRAFT ACCIDENT

(1) Place 3 miles east of Jefferson, S. C. (2) Date 31 August 1944 (3) Time 1445 EWT

AIRCRAFT: (4) Type and model A-20J (5) A. F. No. 43-10140 (6) Station Florence Army Air Field

Organization: (7) III BC - 3rd AF (Command and Air Force) (8) F CCTS (LB) (Group) (9) Squadron T (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	WEINERT, CARL E.	P	0718837	2nd Lt.	~~18~~ 01	AC	3rd AF	None	None

RECEIVED
HEADQUARTERS
ARMY AIR FIELD
SEP 11 1944

~~WERE CHARGED WITH ACCIDENT~~

(20) WEINERT (Last name) CARL (First name) E. (Middle initial) (21) 0718837 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) III BC - 3rd AF (Command and Air Force) (26) F CCTS (LB) (Group) (27) Squadron S (Squadron) (28) Florence AAF (Station)

Attached for flying (29) III BC - 3rd AF (Command and Air Force) (30) F CCTS (LB) (Group) (31) Squadron T (Squadron) (32) Florence AAF (Station)

Original rating (33) P (Rating) (34) 4-15-44 (Date) Present rating (35) P (Rating) (36) 4-15-44 (Date) Instrument rating (37) 8-10-44 (Date)

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

(38) This type	A-20	70:00	(42) Instrument time last 6 months	15:25
(39) This model	A-20J	28:25	(43) Instrument time last 30 days	4:55
(40) Last 90 days		71:40	(44) Night time last 6 months	13:35
(41) Total		71:40	(45) Night time last 30 days	13:25

AIRCRAFT DAMAGE NF

	DAMAGE Left	DAMAGE Right
(46) Aircraft	W	-
(47) Engine(s)	0	0
(48) Propeller(s)	-	0

(49) LIST OF DAMAGED PARTS: Both engines, right prop, right nacelle, bomb bay doors, nose section, nose gear, cockpit, fuselage and main bulkheads, left horizontal stabilizer.

(50) Weather at the time of accident: Estimated 3000 ft. broken. Visibility unlimited. Wind SSE at 9 MPH.

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

(52) Cleared from: Florence (53) To: Florence (54) Kind of clearance: Contact flight rules.

(55) Pilot's mission: Low level strafing and bombing mission.

(56) Nature of accident: Emergency wheels up forced landing.

(57) Cause of accident: Double engine failure.

(58) Has Form 54 been submitted? Yes.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On the approach for the third pass at the target at the bombing range, the left engine became extremely rough. Pilot started to climb to 2000 feet to check engines but left engine became steadily worse so pilot feathered propeller and attempted single engine operation on right engine. Right engine started to run roughly also. Pilot then attempted to unfeather left propeller but was unable to do so. Plane started to lose altitude and he was unable to check the loss of altitude. Pilot saw a large field ahead and salvoed his practice bombs at about 300 feet and made a wheels up landing with bomb bay doors open.

RESPONSIBILITY:

Materiel failure.

RECOMMENDATIONS:

None.

Signature Donald E. Good
DONALD E. GOOD, Major, Air Corps
ALEXANDER H. McLEAN, Major, AC
HARLAN E. MURRAY, Captain, AC

Date 8 September 1944

U. S. GOVERNMENT PRINTING OFFICE 16—28757-1

2-1-44 (DATE)	Florence Army Air Field (STATION)	F.R.T.U. (LB) (GROUP NO. AND TYPE)	A-20-J-10 (AIRCRAFT MODEL)
T/Sgt Cathers (CREW CHIEF OR AERIAL ENGINEER)		Squadron "T" (LB) (SQUADRON NO. AND TYPE)	43-10140 (AIRCRAFT 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	TERMINALS AND MISSION	
1	2	3	4		5		6		7		8	9
	Squadron T"		P								FROM:	
18	Weinert, Carl E. 2ndLt. O-718837	34 A	0:45		:		:		:		Fl	14:00
			:		:		:		:		TO: Local	14:45
C			:		:		:		:		MISSION: T / NO. OF LANDINGS: 1	0.45
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	THIS IS A TRUE EXTRACT COPY		:		:		:		:		MISSION: / NO. OF LANDINGS	:
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	Robert P.O. Sletten per JS		:		:		:		:		TO:	:
	ROBERT P.O. SLETTEN		:		:		:		:		MISSION: / NO. OF LANDINGS	:
	Captain, AIR CORPS		:		:		:		:			
	Operations Officer		:		:		:		:		FROM:	:
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WAR DEPARTMENT A.A.F. FORM NO. 1 2-2-42

FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT ☐ OPER. CLERK

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A ☐ CREW CHIEF

TOTAL FLIGHT TIME :

AIR DEPARTMENT
A. A. F.
FORM NO. 1 A,
7-2-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	8-31-44	McNeely	FAAF
DAILY	8-31-44	McNeely	FAAF
25 HOURS	765:40		
50 HOURS	790:40		
100 HOURS	841:40		

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

SERVICE	FUEL (GALLONS) SERVICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERVICED	NO. 1 IN TANKS	NO. 2 SERVICED	NO. 2 IN TANKS	NO. 3 SERVICED	NO. 3 IN TANKS	NO. 4 SERVICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST		400	-	88	-	88					
2ND	255	400	16	88	-	84					
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	C	Corey	FAAF
GUNNERY	R&P	Corey	FAAF
CHEMICAL	C	Corey	FAAF
COMMUNICATIONS	S	Schneider	FAAF
PHOTOGRAPHIC			
NAVIGATION			
M8 & M3 Grenade	C	Corey	FAAF

STATUS TODAY: 1. / 2. / 3. / 4.

EXPLANATION: T.O. 03-5D-22 NCW. Carb Air Heat Shrouds Removed. T.O. 01-40-135 NCW. Bombay tanks defective. No gas in Bombay.

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: 1 C G Hammond 3 / 2 / 4

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

Facility Charts replaced-Schneider

Flight #1 - OK - Sexton, Marion R. F/O

Flight #2 - Forced landing ude to engines failure, internal and unknown - C. E. Weinert, 2nd Lt.

"I certify this to be a true copy"

Charles G Hammond
CHARLES G. HAMMOND,
2nd Lt., Air Corps,
Asst Engineering Officer

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	282:20	130:25		
HOURS TODAY	2:40	2:40		
TOTAL	285:00	133:05		
OIL CHANGE DUE	600	600		
CYLINDER CLEANING DUE				

AIRCRAFT		
	HOURS TO DATE	762:45
	HOURS TODAY	2:40
	TOTAL	765:25

Serviced
#1 McNeely

TOTAL FLIGHT TIME: 2:40

ENGINE DATA
(1) ENGINE SERIAL NO. 36897 — ENGINE MODEL R-2600-23
(2) ENGINE SERIAL NO. 42-175065 — ENGINE MODEL GR-2600-A5B
(3) ENGINE SERIAL NO. — ENGINE MODEL
(4) ENGINE SERIAL NO. — ENGINE MODEL

AIRCRAFT DATA
AIRCRAFT SERIAL NO. 43-10140
AIRCRAFT MODEL A-20J-10
COMPONENT Light

AIRCRAFT ORG. DATA
SQUADRON NO. AND TYPE Squadron T (LE)
GROUP NO. AND TYPE F1 FTU (LE)
COMMAND, CORPS AREA OR DEPT. Third
AIR FORCE Third

CREW CHIEF OR AERIAL ENGINEER T/Sgt Cathers
STATION FAAF
DATE 8-31-44

FLORENCE REPLACEMENT TRAINING UNIT (L)
OFFICE OF THE OPERATIONS OFFICER
SQUADRON "T"
FLORENCE ARMY AIR FIELD

Florence, S.C.
2nd Sept 1944.

SUBJECT: Pilot's Statement.

TO : Base Operations Officer, Florence Army Air Field, Florence, South Carolina.

1. On a skip-bombing and straring mission with 120rds, four internal and four wing bombs, I contacted the tower and received permission to use the straring target; left hand trarric, and target number one for skip-bombing. Ichange to tanks one and two at 2000 ft. On my third pass over the straring target at an airspeed or about 210, my lerr engine started to miss and the oil pressure dropped down to about 15 lbs. While checking my instruments I also noticed that the right cyl-head temp was 250°, so I opened the right lower cowl rlap. I told McBee tower that I was going back to FAAF because or engine trouble. I was at 1000 ft indicated and 170 indicated air speed at the time and was losing altitude, so I feathered the left prop. The right engine failed to take 30 inched of manifold pressure, so I salvoed the bombs, and unsuccessfully attempted to unfeather the left prop. At this time the altitude wasabout 150 rt above the terrian and the airspeed was down to 140 so I cut both throttles and landed straight ahead with full rlaps. The bombay doors were open and wheels were retracted.

THIS IS A TRUE COPY:
Robert P.G. Sletten
ROBERT P.G. SLETTEN,
Captain, Air Corps,
Operations Officer

CARL E. WEINERT,
2nd Lt., Air Corps,
ASN 0-718837

334th ARMY AIR FORCE BASE UNIT SQUADRON "D" (AA-19)
MAINTENANCE DIVISION
FLORENCE ARMY AIR FIELD
Florence, South Carolina

4 September 1944

AIRCRAFT CONDITION REPORT

Authority W.R.A.S.C. Memorandum 15-65-3, dated 1 November 1943.

1. Airplane type: A-20J. Serial No. 43-10140.
Engine type: Left, R-2600-A5B0. Right, R-2600-23.
Engine Serial No. left, Mfg. #36897, right, 42-175065.

2. Airplane time: 765:25. Acceptance date: 10 February 1944.
Engine time: left, 285:00. Right, 133:05.

3. Florence R.T.U.(LB) Squadron "T", FAAF, Florence, S. C.

4. 31 August 1944. McBEE, SOUTH CAROLINA, 40 Miles North West of Florence, South Carolina. Wheels-up landing. Internal left engine failure.

5. Yes. Standard equipment is available.

6. a. Right engine damage not determined in accordance with par. 2.a. T.O. 02-1-15.
b. Left Engine failure, internal. Cause unknown.
c. Right propeller damaged extensively.
d. Right nacelle damaged extensively.
e. Right nacelle doors damaged extensively.
f. Left horizontal stabilizer damaged extensively.
g. Right and left Bomb Bay doors damaged extensively.
h. Nose section damaged extensively.
i. Auxiliary landing gear damaged moderately.
j. Auxiliary landing gear doors damaged extensively.
k. Pilots enclosure damaged extensively.
l. Fuselage, and main bulk-heads damaged extensively from station (0) to station (156.594).
m. Bottom of fuselage damaged extensively from station (0) to station (372 3/4).

7. Repairs not considered feasible.

8. No estimated date for repairs.

9. a. Recommend airplane be surveyed in accordance with par. 4.b.2., AAF Regulation 65-43.
b. Recommend right propeller be sent to Depot for overhaul.
c. Recommend left propeller be returned to service.
d. Recommend right and left engines be sent to Depot for overhaul.

10. No. Temporary repairs cannot be made.

11. Repairs not considered feasible.

John F. Anderson
JOHN F. ANDERSON,
1st Lt., Air Corps,
Maintenance Officer.

1 September 1944

Statement Regarding Accident Involving Airplane A-20J-43-10140.

President of Accident Committee, Florence Replacement Training Unit (LB), Florence Army Air Field, Florence, South Carolina.

1. Airplane A-20J-10DO, Serial No. 43-10140 made a wheels-up landing near Jefferson City, South Carolina due to its inability to maintain altitude with the right engine. Subsequent examination disclosed oil coming from all exhaust stacks on the right engine, bronze filings on the cuno and use of an excessive amount of oil since take-off. The left engine had been feathered due to a drop in oil pressure to 15 pounds per square inch, rough operation and cutting out of the engine. Both engines will be investigated further, but all evidence points to double engine failure.

2. Airplane Data:

Type of Airplane - A-20J-10DO
Serial Number - 43-10140

Total Time on Engine No. 1 - 925:00
Total Time Engine No. 2 - 591:00

Engine Time since Overhaul - Engine No. 1 - 282:20
Engine Time since Overhaul - Engine No. 2 - 130:25

Total Time on Airplane - 762:45

Information on Form 1-A:
T.O. 03-5D-22 not complied with; carburetor air heat shrouds removed.
T.O. 01-40-135 not complied with; bomb bay tanks defective; nc gasoline in bomb bay.

Previous Engine and Airplane History:

Engine	1st Overhaul	2nd Overhaul	Place	Reason
Left	219:00	643:00	(1) OCASC	None
			(2) MOASC	Pinion lock failure.
Right	194:00	461:00	(1) COASC	Sudden stoppage of propeller
			(2) RASC	None.

No previous airplane history.

"CERTIFIED TRUE COPY"

ALEXANDER H. MC LEAN,
Major, Air Corps,
Base Operations Officer.

HARRY MC MC CLENDON,
Captain, Air Corps,
Asst. Tech. Inspector.


LANDING-JEFFERSON, SC. - RESTRICTED.
FAAF BU SQ A-831-44-G763 6-A20-FORCED.


40
LANDING-JEFFERSON, SC.- RESTRICTED.
FAAF BU SQ A-8-31-44-6763-4-A-20-FORCED


LANDING-JEFFERSON, SC.-RESTRICTED.
F.AA.F.-BU.SQ.A-8-31-44-G763-5-A20-FORCED


LANDING-JEFFERSON, S.C.- RESTRICTED.
F.A.A.F. BU.SQ.A-8-31-44-G-7631-A-20-FORCED

FLORENCE REPLACEMENT TRAINING UNIT (L)
OFFICE OF THE OPERATIONS OFFICER
SQUADRON "T"
FLORENCE ARMY AIR FIELD

Florence, S.C.
1st Sept 1944.

E X T R A C T

* * * *

OPERATIONS ORDER)
: DATED 9-1-44.
NUMBER 249)

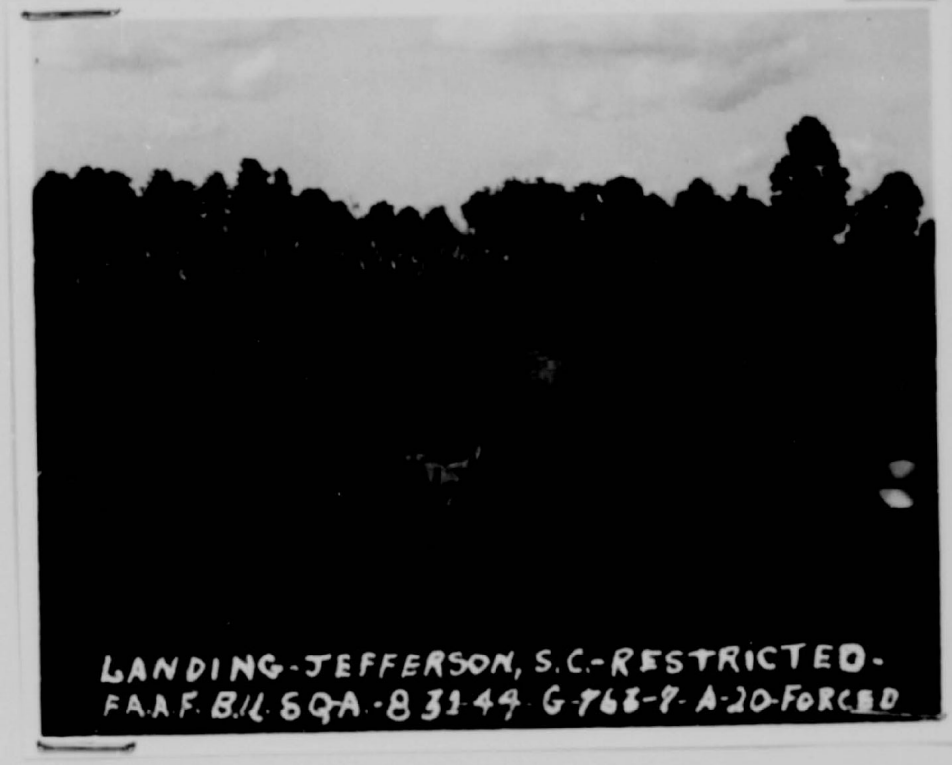
1. PAC AR 95-15, Sec II, Par 6, dated April 21 1930, III BC Memo 5001, dated 16 January 1944, and III BC Memo 55-12 dated 16 April 1944, the following trainin flight will be performed.

PILOT: CARL E. WEINERT, 2nd Lt 0-718837.
Mission: Bombing and Gunnery.
AP No. : 43-10140 A-20-J-10.
T.O. : 14:00
Landing: 14:45

CERTIFIED TRUE EXTRACT COPY:

Robert P.O. Sletten, Jr.
ROBERT P.O. SLETTEN,
Captain, Air Corps,
Operations Officer.


LANDING, JEFFERSON, S.C.-RESTRICTED
F.A.A.F.-B.U.-S.Q.-A.-8-31-44-G 763-2-A-20 FORCED


LANDING-JEFFERSON, S.C.-RESTRICTED-
F.A.A.F. B.U. S.Q.A.-8 31 44 G-763-7-A-20-FORCED


LANDING JEFFERSON, SC-RESTRICTED.
FAAF BU SQA B 31 44 G763-3-A-20-FORCED-


FM
LANDING-JEFFERSON, S.C.-RESTRICTED-
F.A.A.F.-B.U.-S.Q.-A.-8-31-44-G763-8-A-20-FORCED

HEADQUARTERS FLORENCE ARMY AIR FIELD
Office of the Commanding Officer
Florence, South Carolina

(R-3)

In reply refer to:
360.33

8 September 1944

SUBJECT: Transmittal of Report of Aircraft Accident Classification Committee.

TO: Commanding General, Army Air Forces,
ATTN: Chief Flying Safety, Winston-Salem, North Carolina.

1. Transmitted herewith Report of Aircraft Accident Classification Committee on A-20J, Army Air Forces Number 43-10140, of which SECOND LIEUTENANT CARL E. WEINERT, ASN 0718837, was pilot.

ARTHUR I. ENNIS,
Colonel, Air Corps,
Commanding.

8 Incls:
Incl 1 - AAF Form 14.
Incl 2 - AAF Form 1.
Incl 3 - AAF Form 1A.
Incl 4 - Condition Report, Sqdn D, 334th AAF Base Unit.
Incl 5 - Opns Order, Sqdn T.
Incl 6 - Statement of 2nd Lt. Carl E. Weinert.
Incl 7 - Engineering Officer's Statement.
Incl 8 - Photographs.

INCOMING MESSAGE

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

FOR ACTION AIU
FOR INFO INTELL
FOR FILE
DATE SEPT 1 1944

[X] T.W.X. [ ] TELEGRAM [ ] ADM NET

SC67

FROM ENNIS CO FLORENCE ARMY AIR FIELD SC SEPT 010022Z

TO CHIEF FLYING SAFETY WINSTON SALEM NCAR

GRNC

FAAF 8-463R STOP CITE PART 5 AAF REG 62-14 FOLLOWING ACCIDENT REPORT SUBMITTED

A 31 AUG 1944 APP 1445 EWT 3 MI EAST OF JEFFERSON SC

B CARL E WEINERT 2ND LT AUS 111 BC 3RD AF FAAF

C EMERGENCY WHEELS UP LANDING IN FIELD PD PILOT ON LOW LEVEL BOMBING MISSION AND AFTER COMPLETING PASS OVER BOMBING RANGE LEFT ENGINE BECAME EXTREMELY ROUGH PD PILOT FEATHERED LEFT ENGINE AND ATTEMPTED SINGLE ENGINE OPERATIONS PD RIGHT ENGINE BECAME ROUGH AND PILOT SALVOED PRACTICE BOMBS AND MADE WHEELS UP LANDING IN FIELD PD CAUSE FAILURE OF LEFT ENGINE FOLLOWED BY ROUGH OPERATION OF RIGHT ENGINE PD

D PILOT NONE NO CREW ABOARD

E LOW LEVEL BOMBING MISSION

F CAVU

G 43-1P14P A-20J

H SQDN T CMA FRTU LB CMA FAAF 111 BC 3RD AF

I TOTAL WRECK

45-8-31-11 Ltr

3 3B 334 BLC 4738 A-20J 020

A-5 N.F. 529

45-8-31-11

37668-44OFS

INCOMING MESSAGE

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

FOR ACTION AIU
FOR INFO INTELL
FOR FILE
DATE SEPT 1 1944

[X] T.W.X. [ ] TELEGRAM [ ] ADM NET

PAGE 2

J YES

K TURNED OVER TO SQDN D 334TH AAF BU FOR SALVAGE

L MINOR

N GROUP 1 ACCIDENT

ENNIS CO FAAF

AS/3/0102Z

Accident No. 45-8-31-11

Date

Checked by E. S. 9-12

Analyzed by

Copied for Wright Field by

Notes:

1225:9-43