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

RESTRICTED

ACCIDENT No. 45-10-16-519

12-21-44

WAR DEPARTMENT
U. S. ARMY AIR FORCES
STATION A-55

REPORT OF AIRCRAFT ACCIDENT

01-001

(1) Place RAF Airfield, Southend, England (2) Date 16 October 1944 (3) Time 1020

AIRCRAFT: (4) Type and model A-20B-NW (5) A. C. No. 41-3380 (6) Station A-55

Organization: (7) 9th BD Ninth AF (8) 416 Bomb (L) (9) 670 Bomb (L)
(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	Jackson, Chester R.	Pilot	O-736226	Captain	01	AC	Ninth AF	None	None
B/N	Maltby, Alfred H.	B/N	O-747669	1st Lt.	18 01	AC	Ninth AF	None	None
G	Burns, Donald E.	Gunner	39288631	S/Sgt.	38 20	AC	Ninth AF	None	None
CC	Work, LeMoine	Crew Chief	32379471	S/Sgt.	38 20	AC	Ninth AF	None	None

PERSONNEL CASUALTIES IN ACCIDENT

(20) Jackson, Chester R. (21) O-736226 (22) Captain (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 9th BD, Ninth AF (26) 416 Bomb (L) (27) 670 Bomb (L) (28) A-55
(Command and Air Force) (Group) (Squadron) (Station)

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

Original rating (33) Pilot (34) 1/4/43 Present rating (35) Pilot (36) 1/4/43 Instrument rating (37) 10 Aug 43
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	A-20	463:00	(42) Instrument time last 6 months	00:15
(39) This model	A-20B	52:05	(43) Instrument time last 30 days	00:00
(40) Last 90 days		133:25	(44) Night time last 6 months	
(41) Total		840:15	(45) Night time last 30 days	

AIRCRAFT DAMAGE

	DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	W	Fuselage wrinkled. Nose section damaged.
(47) Engine(s)	Unknown	No apparent damage.
(48) Propeller(s)	Unknown	No apparent damage.

(50) Weather at the time of accident Light rain due to frontal activity. Visibility 1-2 miles. Ceiling 1000 feet.

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

(52) Cleared from AAF Station A-81C (53) To Northolt, England (54) Kind of clearance Contact

(55) Pilot's mission Ferrying film to England.

(56) Nature of accident Landing accident.

(57) Cause of accident Unpredicted weather causing forced landing.

(58) Has the form 54 been submitted? No.

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Briefed 2-17-45

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On October 16, 1944, Captain Jackson took off from A-610 flying A-20-B #41-3380 for Northolt, England. Weather forced him to land at Southend. Captain Jackson landed on the end of the runway, but due to wet grass was unable to stop before going through a fence buckling the nose gear. Although all available evidence indicated that the propellers did not contact the ground, the nature of the accident, plus the fact that wire was wrapped around the propeller blades, might have caused damage to the propellers and engines.

RESPONSIBILITY:

None - Unpredicted weather forced pilot to choose unfavorable field for landing. Although the pilot, upon landing, locked his brakes, it cannot be conjectured that had he not done so this would have prevented him from running off the end of the airfield, for in all probability he would not have been able to stop on this wet grass whether or not he locked his brakes.

RECOMMENDATION:

On wet grass, brakes should not be locked, as rolling friction is greater than sliding friction.

INCLOSURES: 5

Inclosure #1 - Statement of Pilot.
Inclosure #2 - Statement of Bombardier/Navigator
Inclosure #3 - Statement of Gunner.
Inclosure #4 - Statement of Crew Chief.
Inclosure #5 - Photographs.

APPROVED:

Theodore R. Aylesworth

THEODORE R. AYLESWORTH,
Colonel, Air Corps,
Commanding.

Signatures:

William J. Meng
WILLIAM J. MENG, Lt. Col., A.C.

Robert A. Clark
ROBERT A. CLARK, Major, A.C.

Richard F. Sharpe
RICHARD F. SHARPE, Capt., A.C.

Date 5 December 1944

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO #140, US Army,
20 October 1944

STATEMENT

DATE OF ACCIDENT: 16 October 1944

FLIGHT PLAN: A-81C to Northolt

MISSION: Delivery of Motion Picture Film to England By Order 4th C C U.

T.O. 0850 Crash: 1020

WEATHER CLEARANCE: Ceiling 1000 to 1500' — vis. 1 to 3 Miles, Weather flyable in England until 1200.

Flight across channel was at about 1500 ft- vis 1 mile in rain — improved at English coast but encountered heavy rain in London Area. Visability was less than 1/2 mile, ceiling about 200 ft. left route and attempted to reach Northolt from northeast of London. Encountered same conditions, then flew out towards Southend. Circled field 3 times, saw that several fighter and heavier type aircraft were on field. Made normal landing, however when I applied brakes, the wheels locked, but plane kept skidding. Attempted to ground loop ship but the plane skidded sideways along same path. Straightend aircraft with throttle still holding brakes. Aircraft finally hit barbed wire, buckling nose wheel. I cut switches immediatly. The field was grass and about 4000 ft in length. Under better field conditions a normal landing could have been effected. I made photographs of accident which are in possession of Group Operations.

CHESTER R. JACKSON,
Captain, Air Corps.

RESTRICTED

Incl. #1

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140, US ARMY,
20 October 1944.

STATEMENT

Departed Griel Airfield, France on October 16,1944 at 0850 for Northholt Field in England. Weather over France consisted of scattered clouds with ceiling at approximately 2200 feet. Over the channel ceiling lowered to approximately 1200 feet. Flew on course until reaching Tonlridge Wells where we encountered a solid front from ground up. Turned North East and proceeded to Southend attempting to go around front which we found impossible. Decided to land at Southend. Pilot made a good approach and landing and applied breaks immediately after wheels hit ground. Wheels locked and begin to skid. Skid completely accross field and into fence and up to Railroad tracks on other side. Nose wheel buckled, glass in nose was shattered and fuselage was buckled. No injury to personnel. Time of crash at 1020.

Alfred H. Maltby

ALFRED H. MALTBY
1st. Lt. A.C.
Bomb-Navigator

Encl. # 2

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140, US ARMY,
20 October 1944.

STATEMENT

We took off at 0850 from Criel Airfield, Northfolk being our destination. The ceiling was about 2,000 feet at the time of take-off. The weather got worse while we were over the channel and the pilot tried to circle it. By the time we reached England the ceiling was about 1000 feet and being that we were in the vicinity of London and didn't want to fly at too low of altitude we made a landing at South End England. We hit at the end of runway, made a good landing and although the pilot applied brakes immediately the field was very slippery and we went through a fence buckleing our nose wheel. The accident resulted in no injury to personnel but the plane was a total lose.

Donald E. Burns

DONALD E. BURNS
S/Sgt. Gunner

Incl #3

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670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO # 140, US ARMY,
20 October 1944.

STATEMENT

Airplane Number 41-3380 was in safe Mechanical condition before take-off. Amber recognition light lens was missing. It was on Form 1A and in 41s. Airplane checked out O.K. on Preflight and Daily Inspection on 16 October was pulled.

LaMoine Wark

Lemoine (NMI) WARK
Sgt. Crew Chief

Encl. #4

RESTRICTED

Incl. 5.

E - R - 5

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,
15 November 1944.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Bombardment Division (M),
APO 140, U.S. Army.

360.33

Transmitted herewith is the AAF Form 14 and inclosures (in quadruplicate) on aircraft accident of Captain Chester R. Jackson in aircraft number 41-3380, A-20B, 16 October 1944.

For the Commanding Officer:

RECEIVED 16 NOV 1944

GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

Inclosures:

AAF Form 14 and inclosures (in quadruplicate).

360.33 1st Ind. E-J-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 7 December 1944.

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, 22 March 1944.

For the Commanding General:

10 DEC 1944

M. S. WORTH,
1st LT AIR CORPS,
ASS'T ADJ. GENERAL.

Incls: n/c (1 cy ea w/d)

360.33 2nd Ind. E-CSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 14 DEC 1944

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

Report and recommendations of Aircraft Accident Committee approved.

For the Commanding General:

S.V. HESLIN,
Major, A.G.D.,
Asst Adj. Gen.

1 Incl: (2 cys w/d)

NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
Jackson Chester R	A20B	45-10-16-517

CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN

Accident No. 15-10-16-57

Date

Checked by DM 1-6-45

Analyzed by DM

Copied for Wright Field by NO COPY

Notes


517

GENERAL SERVICES ADMINISTRATION

NATIONAL ARCHIVES AND RECORDS SERVICES

WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR 5200.9, Sept. 27, 1958

NWD by [signature] date May 6, 1960

MICROFILMED BY

SECURITY AND SERVICES BRANCH

AGO MICROFILMING JOB NR D-482-1

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GENERAL SERVICES ADMINISTRATION

MICROPHOTOGRAPHER'S REPORT

1. RECORDS OF *(Name of agency and sub-division)*	2. BRIEF TITLE OF RECORDS	
		3. FILM SERIES OR JOB NO.: D182-1
		4. REEL NO.: 380

5. STARTS WITH: 45-10-15-1

6. INTERMEDIATE POINTS

FLASH	
2	
3	
4	
5	
6	

7. ENDS WITH: 45-10-17-525

8. STARTED		9. FINISHED		10. TOTAL HOURS	11. TOTAL IMAGES
DATE	HOUR	DATE	HOUR		
5/24-60	11 00	5/25/60	9:30		2509

12. PHOTOGRAPHED BY *(Signature of camera operator)*: Pauline R. Zehring + LeRoy T. Jackson

13. REPORT APPROVED BY *(Signature of supervisor and date)*:

GSA-WASH DC 51-8[illegible]

GSA FORM 995
June 1951

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