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

RESTRICTED

ACCIDENT No. ____

WAR DEPARTMENT
STATION A-69
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Station A-69 (2) Date 16 May 1945 (3) Time 0932 4

AIRCRAFT: (4) Type and model UC-64A (5) A. F. No. 42-35361 (6) Station A-69

Organization: (7) 9 AD-Ninth AF (Command and Air Force) (8) 416 Bomb (L) (Group) (9) 669 Bomb (L) (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	Haskell, Robert W.	P	0-767541	2nd Lt.	18	AC	Ninth AF	Slightly	None
CP	Martin, Emile C.	P	0-759484	1st Lt.	18	AC	Ninth AF	Seriously	None

PILOT CHARGED WITH ACCIDENT

(20) Haskell, (Last name) Robert (First name) W. (Middle initial) (21) 0-767541 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9 AD-Ninth AF (Command and Air Force) (26) 416 Bomb (L) (Group) (27) 669 Bomb (L) (Squadron) (28) A-69 (Station)

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

Original rating (33) Pilot (Rating) (34) 8/2/44 (Date) Present rating (35) Pilot (Rating) (36) 8/2/44 (Date) Instrument rating (37) 30/7/44 (Date)

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

(38) This type	UC-64	2:00	(42) Instrument time last 6 months		1:45
(39) This model	UC-64A	2:00	(43) Instrument time last 30 days		1:45
(40) Last 90 days		87:45	(44) Night time last 6 months		2:00
(41) Total		602:35	(45) Night time last 30 days		2:00

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	W				Total loss. Aircraft burned.
(47) Engine(s)	W				Total loss. Aircraft burned.
(48) Propeller(s)	W				Total loss. Aircraft burned.

(50) Weather at the time of accident Visibility 5 miles. 5/10's cirrus clouds at 17-18000.

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

(52) Cleared from Station A-69 (53) To Station A-69 (54) Kind of clearance Local

(55) Pilot's mission Transition

(56) Nature of accident Take-off accident.

(57) Cause of accident Pilot error.

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

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16-2737-1

DESCRIPTION OF ACCIDENT

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

Take-Off Accident:

Lt. Haskell, pilot, was being checked out in a UC-64 on the morning of May 16, 1945. His instructor pilot, Lt. Martin, had just shot two landings before changing seats and giving the controls to Lt. Haskell. The pilot started his take-off from the intersection which is located half way down the runway. The Tower told the pilot that there was a slight tail wind. Shortly after starting down the runway the ship veered first to the left and then to the right as a result of over-controlling. Finally the ship started to ground loop to the left and ran off the runway. The pilot cut back the throttle soon after leaving the runway. He then advanced the throttle again to maintain more control in an attempt to swing back toward the runway and avoid the crash truck and ambulance which he could see to his left. He had no visibility directly ahead because he was unable to keep his tail wheel in the air over the rough ground. The ship ran directly into a water tank located 100 yards to the left of the runway and began to burn immediately.

Lt. Martin was listed as a qualified check pilot in the UC-64 type aircraft.

There is no control column on brakes for the co-pilot to use to assist the pilot in the UC-64 type aircraft.

The runway in use was #26 to the west. The wind was variable but generally from 130° with a velocity of less than 5 m.p.h.

Immediate Cause: Aircraft ran into a water tank located 100 yards to the left of the upwind end of the runway.

Underlying Cause:
1. Pilot was over-controlling.
2. Failure to cut engine when aircraft first got out of control.
3. Pilot had not flown an aircraft with anything but a tricycle gear for over a year.

Responsibility: Student pilot error 70%
Instructor pilot error 30%
The instructor pilot should have had student pilot start at beginning of runway, also should have cut back throttle and shut off switches when aircraft first got out of control.

Recommendations:
1. Use all of runway for take-off.
2. Whenever possible, a more stable aircraft with conventional type gear be used before letting pilots check out in the UC-64 after having become accustomed to the tricycle type landing gear.

INCLOSURES: 7
Incl #1 - Statement of Pilot.
Incl.#2 - Statement of Co-Pilot.
Incl #3 - Statement of Flying Control Officer.
Incl #4 - Statement of R.T. Operator.
Incl #5 - Statement of Engineering Officer.
Incl #6 - Statement of Crew Chief.
Incl #7 - Photographs.

Signature _____ (Investigating Officer)

Date 22 May 1945

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APPROVED: Theodore R. Aylesworth

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

Harold A. Radetsky

HAROLD A. RADETSKY, Lt.Col., Air Corps,
Deputy Group Commander.

Richard V. Wheeler

RICHARD V. WHEELER, Capt., Air Corps,
Asst. Group Operations Officer.

Jack P. Barton

JACK P. BARTON, Capt., Air Corps,
Station Flying Control Officer.

Henry W. Chidley

HENRY W. CHIDLEY, Capt., Air Corps,
Station Weather Officer.

Donald J. Reichert

DONALD J. REICHERT, Capt., M.C.,
Medical Officer.

William H. Moffett

WILLIAM H. MOFFETT, 2nd Lt., Air Corps,
Group Engineering Officer.

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Small

S T A T E M E N T

20 May 1945

Lt. Martin was checking me out in the UC-64 on the morning of May 16 and had shot a few landings himself. We had taxied back to the hardstand and I moved over to the pilot's seat while he got into the co-pilot's seat. I adjusted the rudder pedals so that I would not be cramped and checked the controls for full movement. I taxied back to the runway and was cleared by the Control Tower for take-off. The Tower warned me that I would be taking off with a slight tail wind. I eased on the throttle and started rolling all right for a while, but before I had time to pick up flying speed, the ship started to ground loop to the left. I applied right rudder and right brake but still ran off the left of the runway. I cut the throttle but saw I was heading off in the direction of the crash truck and ambulance. I added throttle again to obtain better control and tried to swing back toward the runway. I could not see anything directly ahead of me because I was bouncing around so much on the rough ground that it was impossible to keep the tail in the air. I never did see the water wagon . I do not remember turning off any switches.

Robert W. Haskell (R.W.H.)
ROBERT W. HASKELL,
2nd Lt., Air Corps.

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Incl. #2

S T A T E M E N T

20 May 1945

On the morning of 16 May, I was checking out Lt. Haskell in a UC-64. Previously he had received about eight hours as co-pilot with me and he handled the ship in the air without difficulty. I shot two landings for him before changing seats with him. We had to go back to the hardstand and adjust the rudder pedals so that he would have enough room to work the controls properly without hitting his knees. After this adjustment he said he could manage the controls all right. He taxied back to the intersection of the runway, which is about half way down the runway, and took off from there. I had taken off from this point many times before and knew there was plenty of runway in which to take-off. The Control Tower told us we would have a slight tail wind. Lt Haskell eased on quite a bit of throttle before releasing the brakes. We rolled O.K. for a while, then started going to the left. Lt. Haskell straightened the ship out once but then rolled off the left side of the runway. Shortly thereafter he cut the power. We were bouncing pretty much and had just missed several bomb craters when he advanced the throttle again. I could see that Lt. Haskell was excited but I could not be of much assistance since there is no control column on brakes on the right side of the cockpit. I caught a glimpse of the water wagon and reached up and cut the magnito switch just before we collided with the water wagon. I pulled the emergency door release, unbuckled my safety belt and fell on my back. I was covered with burning gasoline and could not assist Lt. Haskell in getting out.

Emile C. Martin (E.C.M.)
EMILE C. MARTIN,
1st Lt., Air Corps.

RESTRICTED

Incl #3

FLYING CONTROL
Station A-69

18 May 1945

SUBJECT: Statement on Crashed A/C.

TO : All Concerned.

At 0932 hours UC-64 No. 361 called the tower for take-off instructions. Tower instructed take-off on R/W 26 and cautioned pilot of a slight tail wind. UC-64 No. 361 took the runway at the intersection and started down the runway for take-off. After covering approximately 1350 feet of the runway, the aircraft started to veer left as though starting to ground loop, then started across the field in a westerly direction. South of the runway the throttle seemed to be cut about half way. After covering approximately 400 feet of the area south of the runway, the aircraft engine was gunned and it continued in a southwesterly direction and crashed into an old water tank at the west end of the field. A fire truck and an ambulance were sent out immediately. Aircraft had been shooting landings before the accident happened.

Jack P. Barton.
JACK P. BARTON,
Captain, Air Corps,
S.F.C.O.

RESTRICTED

Encl. No. 4

FLYING CONTROL
Station A-69

18 May 1945

SUBJECT: Statement on Crashed A/C.

TO : All Concerned.

At 0932 UC-64 No. 361 called for take-off instructions. Tower instructed take-off on R/W 26, and also cautioned the pilot of a slight tail wind. UC-64 No. 361 took runway at the intersection and started down R/W. After covering approximately 1350 feet, the aircraft appeared to veer left as though starting to ground loop, and then started across the field in a westerly direction. South of the runway, throttle appeared to be cut more than half. After covering approximately 400 feet of the area south of the runway, aircraft gunned engine and continued in a southwesterly direction and crashed into a water tank at the west end of the field. Aircraft had been shooting a few landings before the accident happened.

John Graham

Sgt. John Graham,
R/T Operator.

RESTRI J

Incl. # 5

S T A T E M E N T

16 May 1945

On the 10 May 1945, UC-64A Airplane, Serial Number 43-35361, was test hopped after completion of a two hundred (200) hour inspection. The pilot reported the aircraft as being "OK".

On the 15 May 1945, the pilot reported that the tail wheel had a bad shimmy. The tail wheel tire was replaced, and on the two (2) subsequent flights, the aircraft was reported "OK".

On preflight, the morning of 16 May 1945, no defects were noted. A thorough visual inspection was performed, and the aircraft was then pronounced ready for any flight.

Charles H. Stewart

CHARLES H. STEWART
Captain Air Corps
Engineering Officer

RESTRICTED

Incl 5 & 6

S T A T E M E N T

16 May 1945

On the morning of 16 May 1945, I accomplished the pre-flight inspection on UC-64A Airplane, AAF Serial Number 43-35361. This inspection included an operational check of the engine and flight controls, and a thorough inspection of the complete airplane. During this inspection everything was found to be satisfactory and operating normally.

After completion of the pre-flight inspection, a daily inspection was performed, and everything found to be satisfactory. The airplane was then considered safe for any flight, and, to the best of my knowledge, was in the best possible mechanical condition.

Melvin H Hoover

MELVIN H. HOOVER
S/Sgt. Air Corps
Crew Chief

Encl. #7









HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

APO 140, U.S. Army,
23 May 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) covering aircraft accident of 16 May 1945, UC-64A, ACSN 43-35361. Form 1's and Form 1-A's are not included with this report due to the fact that the aircraft burned, and these forms were destroyed.

For the Commanding Officer:

RECEIVED 26 MAY 1945

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

1 Incl - AAF Form 14 in quadruplicate (with inclosures).

E-Q-3

360.33 1st Ind.
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 2 June 1945.

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

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to coordination and further investigation within this headquarters.

For the Commanding General:

13069

C. C. VEGA, Jr.
LT. COLONEL, A.C.
ADJUTANT GENERAL.

8 Incls:
Incl 1 - WD AAF Form 14 (in trip)
Incl 2 - Statement of Pilot (in trip)
Incl 3 - Statement of Co-Pilot (in trip)
Incl 4 - Statement of Flying Control Officer (in trip)
Incl 5 - Statement of R.T. Operator (in trip)
Incl 6 - Statement of Engineering Officer (in trip)
Incl 7 - Statement of Crew Chief (in trip)
Incl 8 - Photographs (in trip)

360.33 2nd Ind. E
HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 12 June 1945.

To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

HARRY E. KOCH,
Major, A.G.D.,
Asst Adj. Gen.

8 Incls: n/c (2 cys ea w/d)

A 12376

NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
HASKELL, ROBERT W.	UC-64A	45-5-16-522

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

Accident No. 45516522

Date 6-25

Checked by [illegible]

Analyzed by HB

Copied for Wright Field by AC

Notes

5222:4-45OFS