

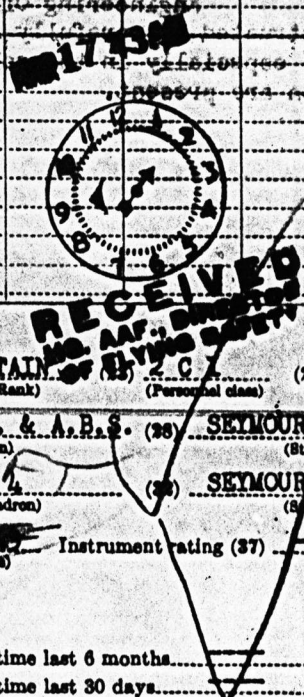
WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

017

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(1) Place AAFAPS, SEYMOUR, INDIANA (2) Date MARCH 5, 1943 (3) Time 09:30
 AIRCRAFT: (4) Type and model AT-108B (5) A. F. No. 41-26996 (6) Station SEYMOUR, INDIANA
 Organization: (7) TRAINING COMMAND (8) 28th WING (9) 1080th T. R. F. T.S.
 (Command and Air Force) (Group) (Squadron)

| DUTY | NAME (Last name first) | RATING | SERIAL No. | RANK | PERSONNEL CLASS | BRANCH | ARMY FORCE OR COMMAND | RESULT TO PERSONNEL | USE OF PARACHUTE |
|------|---------------------------|--------|------------|---------|--------------------|--------|--------------------------|------------------------|---------------------|
| (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) |
| 30 | BUZZARD, G. H. | P | 0-429357 | CAPTAIN | 2 C 1 | A. C. | T. C. | N.I.L. | NO |
| 31 | DOZIER, E. B. | S | 14069246 | A/C | 1 E 1 | A. C. | T. ? | N.I.L. | NO |



PILOT CHARGED WITH ACCIDENT
 (20) BUZZARD GAROLD H (21) 0-429357 (22) CAPTAIN (23) C (24) A. C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
 Assigned (25) TRAINING COMMAND (26) 28th WING (27) 1077th B. H. & A. B. S. (28) SEYMOUR, INDIANA
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFAPS (30) 28th WING (31) FLIGHT 4 (32) SEYMOUR, INDIANA
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) PILOT (34) 10-31-41 Present rating (35) PILOT (36) 28th WING Instrument rating (37) ---
 (Rating) (Date) (Rating) (Group)

First PILOT Hours:
 (at the time of this accident)
 (38) This type 21:55 (43) Instrument time last 6 months ---
 (39) This model 21:55 (43) Instrument time last 30 days ---
 (40) Last 90 days 21:55 (44) Night time last 6 months ---
 (41) Total 65:45 (44) Night time last 30 days ---

AIRCRAFT DAMAGE
 (46) Aircraft Partial Damage (46) LIST OF PASSENGER PARTS
 (47) Engine(s) Left engine Partial Damage Cowling Bottom Section, Both Engines
 (48) Propeller(s) 5-5 # 5 & 6 Cylinders, Left Engine
Both Propellers and Assemblies Completely Damaged.

(50) Weather at the time of accident 4000' Broken, Visibility 7 Miles, Wind 315° 4 M.P.H.
 Remarks: Visibility S.E., 3 Miles, Smoke Contact.

(51) Was the pilot flying on instruments at the time of accident NO
 (52) Cleared from --- (53) To --- (54) Kind of clearance Standard

(55) Pilot's mission STUDENT TRANSITION TRAINING

(56) Nature of accident semi-ground loop, resulting from partial brake locking and partial excessive brake application.
Sander 116 SN 4N
0.6 35 32

(57) Cause of accident 50% MATERIAL 50% PERSONNEL.
75% Brakes 24 80 UC
25% Air Brake 02 70 72
27 12

DESCRIPTION OF ACCIDENT

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

Instructor and Student were on local transition training flight. The Student was making his first landing in this type aircraft. After the Student made contact with the Southwest runway, the aircraft bounced twice. Apparently, it was at this point that the Instructor decided he should take over control of the aircraft, which he did. The Instructor succeeded in completing the landing, while in the 3 point position, the aircraft, due to a slight cross-wind, showed a tendency to swing to the right. Then in successive movements, left and right, the aircraft rolled upon its nose. Excessive use of brakes, plus locking of right brake were directly responsible for the accident.

Engineering Officers of all Flight Training Squadrons have been instructed to carefully inspect and check the Braking Mechanism more frequently, especially in the cold weather, where excessive contraction and expansion are present.

001596

RECEIVED
MAR 12 1943
ENGINEERING OFFICER

Signature

Gene W. Moraga
(Investigating Officer)

GENE W. MORAGA,

Captain, Air Corps,

Post Operations Officer

Date

March 5th, 1943



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