

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

1) Type 31-171 Freeman Field, Dayton, Indiana 2) Date 9-8-43 (3) Time 0700Z  
 4) Type and model P-10E (5) A. F. No. 41-27066 (6) Station Freeman Field  
 Organization: (7) AAFTTC (8) 28th Wing (9) 1079th TSTS  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

33

10	11	12	13	14	15	16	17	18	19
NAME (Last name)	NAME (Last name)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	1% OF PARACHUTE
Fuller, C. (MI)		W	16089480	A/C	62	A.C.	AAFTTC	None	No
Bilenski, L. E.		S	12087059	A/C	62	A.C.	AAFTTC	None	No



PILOT CHARGED WITH ACCIDENT

20 Fuller C (MI) (21) 16089480 (22) A/C (23) 62 (24) A.C.  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) AAFTTC (26) 28th Wing (27) 1079th TSTS (28) Freeman Field  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) AAFTTC (30) 28th Wing (31) 1079th TSTS (32) Freeman Field  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) S (34) AAFTTC Present rating (35) S (36) AAFTTC Instrument rating (37) AAFTTC  
 (Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours:  
 (at the time of this accident)

(1) This type 22:55 (42) Instrument time last 6 months Not involved  
 (19) This model 22:55 (43) Instrument time last 30 days Not involved  
 (10) Last 90 days 22:55 (44) Night time last 6 months See note below  
 (11) Total 22:55 (45) Night time last 30 days 4:00  
 NOTE: Record prior this station not accomplished to show first pilot time.

DAMAGE

(40) LIST OF DAMAGED PARTS

(46) Aircraft Eng 3  
 (47) Engine(s) 1-5-15  
 (48) Propeller(s) 1-5-15  
(L) (R)  
 See attached list.

(50) Weather at the time of accident Clear, visibility 7 mi., wind SE at 2 mph. 38

(51) Was the pilot flying on instruments at the time of accident Yes

(52) Cleared from Freeman Field (53) To Fort Wayne-Dayton (54) Kind of clearance Contact  
 and return 511Z

(55) Pilot's mission Navigation training. 62

(56) Nature of accident Wheels up landing.

(57) Cause of accident Electrical system out. Student unable to lower gear manually.

(58) Was Form # 36 accomplished? No

On attempt to lower landing gear on return from cross-country flight the electrical system went out.

Both Cadets attempted to lower gear manually several times without success and then came in for a wheel-up landing without permission from Tower.

From questioning Cadets it is evident neither fully understood procedure for manually lowering gear.

It is recommended that all Cadets be required to lower and retract gear manually at least three (3) times, in the air, before soloing and once (1) each week thereafter.

5 Incl.

- Incl # 1 - Pilot Statement
- Incl # 2 - Co-Pilot Statement
- Incl # 3 - Damaged Parts List
- Incl # 4 - AAF Form # 1
- Incl # 5 - AAF Form # 1A



ROBERT J. DU CHAINÉ.

Captain, Air Corps.

Aircraft Accident Officer.

10 September 1943 .