

ACCIDENT NO. 1111
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WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place Atterbury Army Air Field (2) Date 7 Oct. 1943 (3) Time 1335
AIRCRAFT: (4) Type and model B-26C26MD (5) A. F. No. 41-35213 (6) Station Atterbury Army Air Field
Organization: (7) III B.G. 3rd A.F. (8) 394th (9) 584th Squadron (Crew 586th Sqd.)
(Command and Air Force) (Group) (Squadron)

PERSONNEL PILOT PILOT 5105

01 P
04 GP
95 NB
62 E
71 R
64 G

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	MURFIELD, JUNIOR DONALD	P	0-531651	2nd Lt.	AUS 01	A.C.	3rd	Minor 2	No
GP	ZUPPANN, LLOYD (NMI) JR.	P	0-25943	2nd Lt.	BA 00	A.C.	3rd	None 1	No
NB	BEESTON, KENNETH G.	A.O.	0-668999	2nd Lt.	AUS 01	A.C.	3rd	Minor 2	No
E	HOOK, JOE H.	E	18101915	S/Sgt.	AUS 0	A.C.	3rd	None 1	No
R	BAILEY, MORRIS W.	R	15087529	T/Sgt.	AUS 20	A.C.	3rd	None 1	No
G	TIPTON, ROBERT L.	G	35475907	S/Sgt.	AUS 20	A.C.	3rd	Minor 2	No

PROCEDURE FOR ACCIDENT

(20) MURFIELD JUNIOR DONALD (21) 0-531651 (22) 2nd Lt. (23) AUS (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) III B.G. 3rd A.F. (26) 394th (27) 584th (28) KELLOGG FIELD, MICH.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) III B.G. 3rd A.F. (30) 394th (31) 584th (32) ATTERBURY ARMY AIR
(Command and Air Force) (Group) (Squadron) (Station) FIELD, INDIANA
Original rating (33) PILOT (34) 1/14/43 Present rating (35) PILOT (36) 1/14/43 Instrument rating (37) 3/16/43
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type.....	271:00	(42) Instrument time last 6 months.....	20:00
(39) This model.....	193:00	(43) Instrument time last 30 days.....	16:00
(40) Last 90 days.....	157:00	(44) Night time last 6 months.....	27:00
(41) Total.....	521:00	(45) Night time last 30 days.....	10:00

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft..... <u>WS</u>	
(47) Engine(s)..... <u>WS</u> <u>WS</u>	
(48) Propeller(s)..... <u>WS</u> <u>WS</u>	

(50) Weather at the time of accident CAVU 00
(51) Was the pilot flying on instruments at the time of accident NO
(52) Cleared from Atterbury AAFld. (53) To ATTERBURY AAF (54) Kind of clearance CONTACT
(55) Pilot's mission SIMULATED BOMBING 14
(56) Nature of accident RIGHT ENGINE FAILURE DURING TAKE OFF
(57) Cause of accident UNKNOWN

DESCRIPTION OF ACCIDENT

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

The pre-flight inspection revealed no discrepancies of any nature. Engine check was conducted and that check was very satisfactory. A normal take-off was made until the airplane had lifted a few feet off the runway. At this point a definite yaw occurred which seemed to indicate that the right engine had failed. The instrument panel revealed no malfunction of that engine. Full rudder trim was applied, the right propellor was feathered, but it was impossible to hold the ship straight. Some airspeed was lost clearing obstacles at the end of the runway, but the pilot was able to reach an altitude of approximately 125 feet above the ground. Being unable to maintain altitude and flying speed on the left engine alone, the pilot warned the crew of a crash landing. Power from the left engine was used in the approach but as soon as the pilot was sure the field could be reached, the switch was cut. The landing was safely accomplished without use of flaps and wheels retracted. Ship caught fire immediately upon contact with the ground and skidded about two hundred yards when the left engine was torn from its mounts. The ship swerved to the left and finally came to a stop. With the plane burning fiercely, the crew abandoned it in about fifteen seconds with no serious injury to personnel. The fuselage and wing roots were completely disintegrated and the right engine was so badly damaged by fire that an examination to determine the possible cause of failure was impossible.

The field in which the landing was made was a pasture, approximately $4\frac{1}{2}$ miles North East of this Air Base.

Recommendations: None.

Signature

Clarence A. Howard, Major
(Investigating Officer)

Fredrick A. Thompson, Lt. Col., A.C.

John O. Neil, 1st Lt. A.C.

Blair, Lt. Col., A.C.

Date