

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

**046**

(1) Place Granber Auxiliary Field (2) Date 11 October 1943 (3) Time 2230Z 4  
 AIRCRAFT: (4) Type and model AT-10 BH (5) A. F. No. 41-27066 (6) Station Freeman Army Air Field  
 Organization: (7) AAFFTC (8) 30th Wing (9) 466th TFFS  
(Command and Air Force) (Group) (Squadron) (Type/Item)

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)
	<u>Brooks, F. B.</u>	<u>P</u>	<u>O-795691</u>	<u>1st Lt.</u>	<u>01</u>	<u>A.C.</u>	<u>AAFFTC</u>	<u>None</u>	<u>No</u>
	<u>Oliverio, F. A.</u>	<u>P</u>	<u>11082064</u>	<u>A/C</u>	<u>82</u>	<u>A.C.</u>	<u>AAFFTC</u>	<u>None</u>	<u>No</u>



(20) Brooks (Last name) Frank (First name) B. (Middle initial) (21) O-795691 (Serial number) (22) 1st Lt. (Rank) (23) 01 (Personnel class) (24) A.C. (Branch)  
 Assigned (25) AAFFTC (Command and Air Force) (26) 30th Wing (Group) (27) 466th TFFS (Squadron) (28) Freeman Field (Station)  
 Attached for flying (29) AAFFTC (Command and Air Force) (30) 30th Wing (Group) (31) 466th TFFS (Squadron) (32) Freeman Field (Station)  
 Original rating (33) P (Rating) (34) 1-5-43 (Date) Present rating (35) P (Rating) (36) 1-5-43 (Date) Instrument rating (37) \_\_\_\_\_ (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)  
 (38) This type 403:20 (39) Instrument time last 6 months Not involved.  
 (39) This model 403:20 (40) Instrument time last 30 days Not involved.  
 (40) Last 90 days 125:45 (41) Night time last 6 months Not involved.  
 (41) Total 498:20 (42) Night time last 30 days Not involved.

AIRCRAFT DAMAGE

DAMAGE	(43) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	<u>See attached list.</u>
(47) Engine(s) <u>O 4 O 4</u>	
(48) Propeller(s) <u>M 5 M 5</u>	

(50) Weather at the time of accident Visibility 3 mi., Ceiling unlimited, Wind 5 MPH.  
 (51) Was the pilot flying on instruments at the time of accident No.  
 (52) Cleared from Freeman Field (53) To Local 5173 (54) Kind of clearance Contact  
 (55) Pilot's mission Local Transition.  
 (56) Nature of accident On take-off landing gear was retracted before airspeed was attained.  
 (57) Cause of accident Pilot error.  
 (58) Has Form 464 been submitted? No.

DESCRIPTION OF ACCIDENT

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

Brooks, F. B., 1st Lt., Instructor and Oliverio, F. A., A/C, Student Pilot, were flying local transition in AT-10 BH A.F. No. 41-27066 from Freeman Field on 11 October 1943.

Lt. Brooks was giving the student his first ride in a twin-engine type airplane. The student was attempting his first take-off and had advanced the throttles to 20 inches of manifold pressure when the normal take-off setting is 27 inches so the Instructor decided to take over the throttles the Instructor states that the student pulled the landing gear up before the ship was airborne. The Instructor opened the throttles to full power and attempted to get the ship in the air but was unsuccessful and the ship settled to the ground causing major damage to the propellers and lower engine nacelles.

Cause of the accident was pilot error in that the student got overly excited and pulled the landing gear up before the Instructor could stop him.

All students will be cautioned that they will not change the position of any of the controls in an airplane unless on definite signal from the pilot.

- 5 Incl.
- Incl #1 - Instructor Statement.
- Incl #2 - Student Statement.
- Incl #3 - Damaged Parts List.
- Incl #4 - Form 1.
- Incl #5 - Form 1A.

Signature .....

*Robert J. DuChaine*

(Investigating Officer)

ROBERT J. DU CHAINE,

Captal. A. Air Corps.

Aircraft Accident Officer.

Date 16 October 1943.