

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

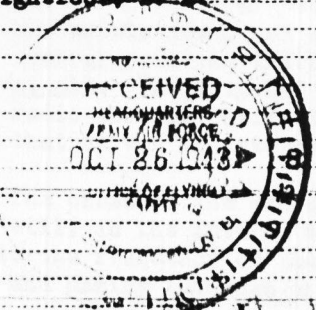
44-10-19-53  
0220 4

(1) Place St. Ann Auxiliary Field (2) Date 19 October 1943 (3) Time 1705Z  
AIRCRAFT: (4) Type and model AT-10 BE (5) A. F. No. 41-27028 (6) Station Freeman Field  
Organization: (7) AAFETC (8) 30th Wing (9) 467th TEFTS  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
SD	Iversen, C. T.	w	12089366	A/C	62	A.C.	AAFETC	None	No
S	Lightfoot, T. E.	P	0-793131	1st Lt.	01	A.C.	AAFETC	None	No

31  
30



(20) Iversen Clifford T. (21) 12089366 (22) A/C (23) 62 (24) A.C.  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) AAFETC (26) 30th Wing (27) 467th TEFTS (28) Freeman Field  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) AAFETC (30) 30th Wing (31) 467th TEFTS (32) Freeman Field  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) 7 (34) 7 Present rating (35) 7 (36) 7 Instrument rating (37) 7  
(Rating) (Date) (Rating) (Date) (Rating) (Date)

First Pilot Hours:  
(a) (the time of this accident)  
(38) This type 1:45 (42) Instrument time last 6 months Not involved  
(39) This model 1:45 (43) Instrument time last 30 days Not involved  
(40) Last 90 days 73:35 (44) Night time last 6 months Not involved  
(41) Total 73:35 (45) Night time last 30 days Not involved

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	→ (See attached list.)
(47) Engine(s) <u>None</u>	
(48) Propeller(s) <u>M 4</u>	

(50) Weather at the time of accident Sky clear, visibility 5 miles, wind calm.  
(51) Was the pilot flying on instruments at the time of accident No  
(52) Cleared from Freeman Field (53) To Local (54) Kind of clearance Contact  
(55) Pilot's mission Local Instrument. 60  
(56) Nature of accident Wheels up on landing.  
(57) Cause of accident Pilot error.  
(58) Has Form #54 been submitted? No.

## DESCRIPTION OF ACCIDENT

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

Iversen, C. T., A/C, Student Pilot, and Lightfoot, B. E., 1st Lt., Co-pilot, Instructor, were flying local instrument in AT-10 BH A.F. No. 41-27078 from Freeman Field on 19 October 1943.

The Instructor states that he was giving the student instrument take-offs. On the downwind leg, after one of these take-offs, the regular prescribed downwind pre-landing check was made by the pilot, however, no visual inspection was made of the landing gear and a wheels-up landing was made causing major damage to the propellers, carburetor air scoop assembly and pitot mast assembly. Lt. Lightfoot states that immediately after coming to a stop he noticed the landing gear switch was in the neutral position, and it is evident that the student pilot, in putting his wheels down, had moved the landing gear switch from the up position to the neutral position instead of the down position, and the wheels did not come down at all. The ship had been called several times on the approach by the ground radio station notifying them that their wheels were up but the Instructor stated that he was on interphone at the time instructing the cadet on the landing.

The cause of the accident was pilot error. All flying personnel at this station will, in the future, make a visual landing gear check and keep their radio tuned to the frequency of the ground control radio while flying in the traffic pattern and making landings or take-offs.

## 5 Incls:

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

Signature

*Robert J. DuChaine*  
(Investigating Officer)

ROBERT J. DU CHAINE

Captain, Air Corps

Aircraft Accident Officer

Date 22 October 1943