

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

(1) Place Millport, Koehn, Indiana (2) Date 19 October 1943 (3) Time 1720Z
AIRCRAFT: (4) Type and model AT-10 BE (5) A. F. No. 41-27328 (6) Station Freeman Army Air Field
Organization: (7) AAAFPTC (8) 30th Wing (9) 1079th TRFS
(Command and Air Force) (Group) (Squadron)

PERSONNEL

NO.	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)
32	Breen, H. P.		12054456	A/O	62	A.O.	AAAFPTC	Minor	Used
33	Campbell, I. (NMI)		29112849	A/O	62	A.O.	AAAFPTC	Fatal	Non-Use
RECEIVED MANUAL FILE OCT 20 1943									

PILOT CHECKS AND RECORDS

(20) Breen Hugh P (21) 12054456 (22) A/O (23) 62 (24) A.O.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) AAAFPTC (26) 30th Wing (27) 1079th TRFS (28) Freeman Field
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) AAAFPTC (30) 30th Wing (31) 1079th TRFS (32) Freeman Field
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) P (34) 10-27-43 Present rating (35) P (36) 10-27-43 Instrument rating (37) P
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type 6130 (47) Instrument time last 6 months Not involved
(39) This model 6130 (48) Instrument time last 30 days Not involved
(40) Last 90 days 65145 (44) Night time last 6 months Not involved
(41) Total 84104 (45) Night time last 30 days Not involved

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	<u>See attached statement.</u>
(47) Engine(s) <u>W</u>	
(48) Propeller(s) <u>W</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 Transition

(56) Nature of accident Collision in full flight with object other than aircraft, i.e., Ground

(57) Cause of accident Structural failure due to excessive high speed

(58) Has Form # 54 been submitted? No

Accident No. 44-10-19-9

Date

Checked by [Signature]

Analyzed by DC

Copied for Wright

Field by _____

Notes Attention Lt Goodman

Neque...

Noted: [Signature]

1225:9-43

Accident No.

44-10-19-9

Pilot's Name

Brewer, Hugh P. A/c

Nature Group

02

Collision with earth

Specific Nature

06

Due to misdirection of flight

Underlying Nature

~~02~~ 73

Structural failure due to overstressing at time of accident

Cause Group

04

Other personnel

Specific Cause

43

Co-pilot

Underlying Cause

26

Negligence

Cause Group

Specific Cause

Underlying Cause

DESCRIPTION OF ACCIDENT

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

Breen, H. P., A/C, Student Pilot and Campbell, K. (NMI), A/C, Student Co-pilot, were flying local transition in AT-10 EH A.F. No. 41-27326 from Freeman Army Air Field on 19 October 1943.

A/C Breen stated that after shooting one landing he decided to test the airplane to see what it's ceiling was. He had climbed to approximately 10,000 feet and decided not to go any higher. He stated a normal let-down at about 160 miles per hour when the co-pilot took the controls and pushed the airplane into a steeper rate of descent. The airspeed rose above the red line limits and Cadet Breen stated that he cautioned the co-pilot that they were exceeding the speed limits and pulled back on the stick. The co-pilot disregarded the warning and pushed the airplane into a still steeper dive. Cadet Breen again tried to pull the stick back and level off and the co-pilot would not allow him to do so. At this point Cadet Breen states he pulled back the throttles and the prop pitches to slow down the airspeed, but the co-pilot still pushed the airplane into a steeper dive. At this time Cadet Breen states the airplane was going down in a nearly vertical attitude.

Just as the pilot noticed that the airspeed was around 300 miles per hour he stated that the windshield in front of him gave away and parts of it struck him on the forehead. Immediately after the windshield gave away the controls went full forward. The pilot immediately unfastened the safety belt and stated that he does not remember whether he climbed out of the airplane or was thrown clear. The pilot also states that he does not remember whether the co-pilot made any attempt to climb out of the ship.

The airplane struck the ground and immediately burst into flames causing fatal injuries to Campbell, K. (NMI), A/C, the co-pilot. Cadet Breen's parachute opened successfully and he stated that he hit the ground very shortly after his parachute had opened. The parachute was found within 100 feet of the wrecked airplane which was a complete wash-out.

The cause of the accident was structural failure due to excessive high speeds beyond the limits of the airplane. All flying personnel at this station have been cautioned to know their airplane and not to exceed any of its limitations.

5 Incls:

- Incl #1 - Pilot Statement.
- Incl #2 - Damage Report.
- Incl #3 - Operations Orders.
- Incl #4 - Four (4) Eye Witness Statements.
- Incl #5 - Four (4) Photographs.

18396

Signature

Robert J. DuCharme
ROBERT J. DUCHARME, Captain, A. C.

Glenn L. Chamberlain
GLENN L. CHAMBERLAIN, Captain, A. C.

Ross C. Lyons
ROSS C. LYONS, Captain, A. C.

Date 21 October 1943

Aircraft Accident Investigating Officers.

Col. Rundquist: This is the Accident Investigating Committee to find out the facts about this case. I want to warn you that anything you say might be used against you later. However, it is your duty to give all the information you can.

Cadet Hugh P. F. Breen was duly sworn.

Captain DuChaine: Tell us just what happened.

Cadet Breen: We were climbing up to see what the airplane ceiling was. We were up about 10,000 feet. It was getting late, we were supposed to land about 1245 and it was about 1215. We started to go down. I was flying at the time. I started to make a let-down. He took over the controls and pushed the wheel forward. I pulled it back. He said "No" and pushed it all the way forward. I pulled the throttles back. The last time I saw the airspeed it was at about 300 miles an hour. At that time the top of the windshield went out. It hit me in the face. The ship swung down, I had my belt undone and was thrown out more or less.

Col. Rundquist: Did you open the canopy?

Cadet Breen: I don't know whether I opened it or not. By the time the chute got open I was on the ground.

Captain DuChaine: About what altitude were you when the top of the windshield came off?

Cadet Breen: I have no idea what altitude that was.

Captain Lyons: What direction were you headed?

~~Cadet Breen: We were directly over the Millport Auxiliary Field.~~

Captain Lyons: Were you heading toward the field?

Cadet Breen: We were heading parallel to the field. When I got out I don't know what happened to him.

Col. Rundquist: What part of the canopy came off?

Cadet Breen: I don't believe the canopy itself came off. Right where the canopy starts it cracked. I had my hat back on the fire extinguisher and when the windshield went out my hat came forward. The tail probably busted right off.

Col. Rundquist: Did you make any effort to pull the ship out?

Cadet Breen: Yes, Sir. He was holding it in a dive and I was trying to get it out. After a while I just gave up.

Col. Rundquist: The plane was always going down?

Cadet Breen: Yes, Sir. He wanted to go down steeper. He gave it a push. We just swung vertical as soon as the windshield went out. The whole control column went forward as if the tail went off.

Col. Rundquist: Who was responsible for the airplane?

Cadet Breen: I don't know. I was responsible for the airplane I presume. The ship was assigned to me by the Instructor.

Col. Rundquist: Why didn't you take it away from him?

~~Cadet Breen: When we are flying, we are allowed to let the co-pilot fly. He would give me single-engine and I would give him single-engine, but he couldn't land the plane unless we changed seats.~~

Col. Rundquist: Is there any reason why he can take the ship away from you and do as he pleases or are you responsible?

Cadet Breen: I don't know, Sir. I know I should have taken it over before he went so far.

Captain Lyons: Were your instructions to split the time?

Cadet Breen: No, Sir.

~~Captain Lyons: Who assigned you the airplane?~~

Cadet Breen: Lt. Lucas, my Instructor.

Captain Lyons: Who assigned the other student to you?

~~Cadet Breen: No one, Sir. We are allowed to pick our own student co-pilot. None of Lt. Lucas' students were around so I just went out and picked another student.~~

~~Captain Lyons: Did you make any record of that on your instructor's schedule?~~

Cadet Breen: No, Sir.

Captain DuChaine: You didn't make out a loading list and give it to the crew chief?

Cadet Breen: Yes, Sir, we did.

Captain DuChaine: You gave them the loading list the first time you went out?

Cadet Breen: Yes, Sir.

Col. Rundquist: You actually landed on the ground even though the 'chute was in the tree?

Cadet Breen: Yes, Sir.

Col. Rundquist: Was the airplane burning when you hit the ground?

Cadet Breen: Yes, Sir.

Col. Rundquist: How much of the airplane was there to burn?

Cadet Breen: Very little.

Col. Rundquist: I am still not clear as to what you did to prevent the affair.

Cadet Breen: We started to let down, I was flying at the time. He wanted to take over and I thought that was all right. He wanted to steepen the rate of descent. He ~~pushed it forward and I pulled back twice. He gave it a push and we went down vertically.~~ I believe that as soon as he pushed it vertically, I could have pulled it out.

Cadet Breen was dismissed.

The above are true statements made by me during questioning by the Aircraft Accident Classification Committee.

Hugh P. Breen

HUGH P. BREEN,
A/C, Air Corps,
ASN 12054456.

HEADQUARTERS
366TH SUB-DEPOT
SEYMOUR, INDIANA

20 October 1943

SUBJECT: Aircraft Accident Report

TO: Operations Officer, Freeman Army Air Field, Seymour, Indiana.

1. Aircraft AT-10-BH, Army Air Forces serial number 41-27326 damaged in accident on 19 October 1943, was found to have the following damage.

<u>QUANTITY</u>	<u>UNIT</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
			Airplane burned after crashing, resulting in total loss of airplane.	

Edward P. White

EDWARD P. WHITE
Major, Air Corps,
Maintenance Officer.

19 October 1943

To Whom It May Concern: .

As I was working cutting timber about 12:20 o'clock the plane flew over where I was working.

The plane seemed to keep gaining speed and I watched it and it apparently flew apart just behind the wings.

/s/ Arthur Overshiner

ARTHUR OVERSHINER

R.R. #1

Vallonia, Ind.

To whom it may concern:

As I was working cutting timber about 10²⁰ o'clock. As the plane flew over where I was working.

The plane seemed to keep gaining speed and I watched it and it apparently flew apart just behind the wings

Arthur Cushman

Wallonia
Ind.

RR#1.

19 October 1943

To Whom It May Concern:

~~I was cutting timber when I saw the plane, it was very high and was going top speed. And all at once the plane fell in to just behind the wings and the engine went straight down. The back end went up in the air. Just then it went out of sight.~~

/s/ Ivan Doyle

IVAN DOYLE

R.R. #1

Vallonia, Ind.

To whom it may concern.

I was cutting timber when I saw
the Plane it was very high and was
going top speed. and all at once the
Plane fell in to just behind the wing
and the engine went straight down. the
the back end went up in the air. ~~then~~
just when it went out of sight.

J. van. Doyle
Vallonia Ind.
R, R, 1.

SCHOOL OPERATIONS OFFICE
 FREEMAN ARMY AIR FIELD
 Seymour, Indiana

19 October 1943

SCHOOL OPERATIONS CROSS COUNTRY ORDERS)

EXTRACT

NO. 13

1. In accordance with the provisions of Training Memorandum No. 50-1-1 dated February 1, 1943, the following missions will be flown this date.

AIRPLANE		PILOT	CO*PILOT	TO	FROM	VIA	RETURN	PSR		MISSION
TYPE	NUMBER							DT	AT	
AT-10 BH	41-27326	Breen, H.P.F. A/C	Campbell, K. (NMI) A/C	Local				1100		T

John H. McNeely
 JOHN H. McNEELY
 Capt., Air Corps,
 School Operations Officer

19 October 1943

I got a call from a Lady saying there was a plane crash on the Millport
Knobs. Arrived at the scene and took charge of crowd. Nothing unusual was
noted.

/s/ Ray Stephenson

RAY STEPHENSON
Salem, Ind.

I got a call from a lady saying there
was a plane crash on the mill part & no one
arrived at the scene and took charge
of crowd. Nothing unusual was noted

Ray Stephenson

Deputy Sheriff
Salem Ind.

19 October 1943

To Whom It May Concern:

I was cutting timber and saw the plane come over and it was high. It seemed to be out of commission and fell apart and went down.

/s/ Chas. N. Goodpasture

CHARLES N. GOODPASTURE
R.R. #1
Campbellsburg, Ind.

To who it may concern.
I was cutting timber and saw
the plane come over and was
high. it seemed to be out of
ammunition. and fell apart
and it went down

Chas W Goodpastor
Campbelloburg
RR1 Ind



GRTS-76A BPX00-8 4821

519

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU
FOR INFO OFC MGMT
FOR FILE M&R

DATE 20 OCT 43

OT

T.W.X.

X

TELEGRAM

WU35 GOVT LG FREEMAN ARMY AIR FIELD IND 19 819PM

*Crew 5
Engineer 5 5
Prop 5 5*

COMMANDING OFFICER

FLIGHT CONTROL COMMAND WINSTON SALEM NORTH CAROLINA

*FFI
AFT
AFT
5173*

19TH OF OCTOBER 1943 1220 CWT 9 MILES NORTH OF SALEM INDIANA

BREWEN HPF A/C AVIATION CADET AAFEFTC FREEMAN ARMY AIR FIELD

STRUCTURAL FAILURE DUE TO EXCESSIVE HIGH SPEED CO-PILOT

CAMPBELL K NMI A/C AVIATION CADET AAFEFTC FREEMAN FIELD

FATAL INJURY TO CO-PILOT MINOR CUTS TO PILOT LOCAL

TRANSITION CETING UNLIMITED VISIBILITY 6 MILES WITH HAZE

DEWPOINT 29 41-27326 TWO ENGINE AT-10 BH FREEMAN ARMY AIR

FIELD COMPLETE LOSS YES DUE TO EXCESSIVE HIGH SPEED 366TH

SUB DEPOT YES AFACG NOTIFIED

RUNDQUIST

*44-10-19-9
E/11*

#16-200237Z

/WWF/

*33 11/20/43
33 12/1/43
10/15/46
26 30 10
21 13 17*

44-10-19-1

1292110-43