

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

(1) Place Freeman Army Air Field, Seymour, Ind. (2) Date 28 October 1943 (3) Time 1943Z
 AIRCRAFT: (4) Type and model A T-10H (5) A. F. No. 42-2094 (6) Station Freeman Army Air Field
 Organization: (7) AAFETC (8) 30th Wing (9) 1079th TFFS Squadron
(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)
S	Goldfain, D. G.	P	0-803311	2nd Lt.	180	A. C.	AAFETC	None	No
SD	Beals, P. W.		17058225	A/C	62	A. C.	AAFETC	None	No



PERSONNEL INFORMATION

(20) Goldfain Donald G. (21) 0-803311 (22) 2nd Lt. (23) 18 (24) A. C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
 Assigned (25) AAFETC (26) 30th Wing (27) 1079th TFFS (28) Freeman Field
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFETC (30) 30th Wing (31) 1079th TFFS (32) Freeman Field
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 5-18-43 Present rating (35) P (36) 5-18-43 Instrument rating (37) 8-28-43
(Rating) (Date) (Rating) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type 180:30 (42) Instrument time last 6 months Not Involved
 (39) This model 180:30 (43) Instrument time last 30 days Not Involved
 (40) Last 90 days 134:25 (44) Night time last 6 months Not Involved
 (41) Total 379:55 (45) Night time last 30 days Not Involved

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	<u>See Attached List.</u>
(47) Engine(s) <u>- 1 - 1</u>	
(48) Propeller(s) <u>M 4 M 4</u>	

(50) Weather at the time of accident Broken Clouds at 3300 ft. Visibility 4 miles. Wind WSW, 8 mph.

(51) Was the pilot flying on instruments at the time of accident No.

(52) Cleared from Freeman Field (53) To Local - 173 (54) Kind of clearance Contact

(55) Pilot's mission Local Instrument.

(56) Nature of accident Nose-up on landing.

(57) Cause of accident Pilot's foot caught between pedal Assy., and Arm-Rudder pedal Stirrup locking brakes, and causing plane to nose-up.

(58) Has Form #54 been Submitted? Yes.

DESCRIPTION OF ACCIDENT

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

2nd Lt. Goldfain, D. G., Instructor Pilot and A/C Beals, P. E., Student Co-Pilot, were flying local instrument in AT-10HH, A.F. No. 42-2094 from Freeman Field on 28 October 1943.

The Instructor, Lt. Goldfain, was giving the student a demonstration of a cross-wind landing. The pilot states that the landing was made and in applying brakes, his heavy winter flying boot slipped between the brake pedal and the rudder connecting rod, making it impossible to release the brake. In trying to hold the airplane straight, the other brake was applied resulting in nosing the airplane up.

Major damage was done to the propellers and the Former Ring Cowling and both nacelles.

Inspection revealed that if either rudder pedal is pushed approximately seventy-five (75%) percent of its travel, the foot can easily slip behind the Arm-Rudder Pedal Stirrup. By pushing opposite rudder the foot is wedged in this position with brake applied.

It is recommended that Pedal Assys., Rudder be manufactured with a raised strip cast on edges of pedal to prevent pilot's foot from slipping to the side.

6 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.
- Incl #6- Form #54, (Unsatisfactory Report).

Signature

Robert J. DuChaine
(Investigating Officer)

ROBERT J. DU CHAINE.

Captain, Air Corps.

Aircraft Accident Officer.

Date 3 November 1943