

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

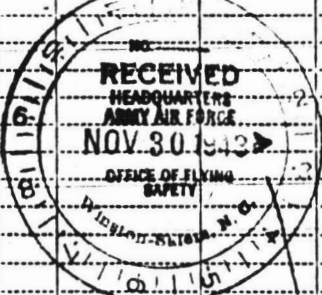
40 11 16-72

(1) Place Freeman Army Air Field, Seymour, Ind. (2) Date 16 November 1943 (3) Time 1956Z
 AIRCRAFT: (4) Type and model AT-10 HI (5) A. F. No. 42-2262 (6) Station Freeman Field
 Organization: (7) AAFETC (8) 30th Wing (9) 467th TEPTS
 (Command and Air Force) (Group) (Squadron)

FFT PERSONNEL AIT AIT 517E

30
31

DUTY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULTS TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	S. <u>Butts, E. W.</u>	<u>P</u>	<u>0-794630</u>	<u>1st Lt.</u>	<u>01</u>	<u>A.C.</u>	<u>AAFETC</u>	<u>None</u>	<u>No</u>
	SD <u>Bolton, E. H.</u>	<u>P</u>	<u>20330031</u>	<u>A/C</u>	<u>62</u>	<u>A.C.</u>	<u>AAFETC</u>	<u>None</u>	<u>No</u>



2/27/44

(20) Butts Elliott W. (21) 0-794630 (22) 1st Lt. (23) 01 (24) A.C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
 Assigned (25) AAFETC (26) 30th Wing (27) 467th TEPTS (28) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFETC (30) 30th Wing (31) 467th TEPTS (32) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 12-13-42 Present rating (35) P (36) 12-13-42 Instrument rating (37) None
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type 450:25 (47) Instrument time last 6 months Not involved
 (39) This model 450:25 (48) Instrument time last 30 days Not involved
 (40) Last 90 days 186:35 (49) Night time last 6 months Not involved
 (41) Total 875:20 (50) Night time last 30 days Not involved

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>Minor</u>	<u>See attached list.</u>
(47) Engine(s) <u>04</u>	
(48) Propeller(s) <u>M 4 M 4</u>	

(51) Weather at the time of accident E 4000, overcast 7 miles, 36/24, West 16.
 (52) Was the pilot flying on instruments at the time of accident No
 (53) Cleared from Freeman Field (54) To Local (55) Kind of clearance Contact
 (56) Pilot's mission Local Transition.
 (57) Nature of accident Left brake locked, nosing ship up.
 (58) Cause of accident Left brake locked.
 (59) Has Form 54 been submitted? Yes.

573

DESCRIPTION OF ACCIDENT

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

Butts, E. W., 1st Lt., Instructor, Co-pilot, and A/C Bolton, E. H., Student Pilot, were flying local transition from Freeman Army Air Field on 16 November 1943 in AT-10 EH A.F. No. 2262.

While making a normal landing Lt. Butts states that the airplane, upon touching the ground, started swerving gradually to the left as if the left brake were on. Lt. Butts told the Cadet to take his feet off the brakes and saw him put both feet on the floor, off the rudder pedals. The ship continued swerving to the left with the left braked locked; when the speed of the airplane was reduced sufficiently, it nosed up causing major damage to the propellers.

Cause of the accident was material failure, in that the left brake locked through no fault of the pilot. Inspection of the airplane, after the accident, revealed that oil (from the actuating cylinder) on the brake band had caused the left brake to lock. The brake bands were also very dusty. The cause of this accident has been called to the attention of inspecting personnel and more rigid inspection will be enforced.

6 Incls:

- Incl #1 - Instructor Statement
- Incl #2 - Student Statement
- Incl #3 - Damaged parts list
- Incl #4 - Form 1
- Incl #5 - Form 1A
- Incl # 6- Form # 54 (Unsatisfactory Report)

Signature

Robert J. DuChaine
(Investigating Officer)

ROBERT J. DU CHAINE

Captain, Air Corps

Aircraft Accident Officer

573

Date 19 November 1943