

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

41-12-7-13
4

(1) Place Grider Field, Pine Bluff, Arkansas (2) Date 17 December 1943 (3) Time 1215 GMT
 AIRCRAFT: (4) Type and model AT-10 (5) A. F. No. 41-27081 (6) Station Fresman Fld, Symour Ind.
 Organization: (7) AAFEFTC (8) None (9) 1080th TEFT Sq.
(Command and Air Force) (Group) (Squadron)

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)
SP	Hengst, Lawrence J	None	18163079	A/C	62	AAF	AAFEFTC	None	No
SO	Hays, William J	None	14147549	A/C	62	AAF	AAFEFTC	None	No



(20) Hengst Lawrence J (21) 18163079 (22) A/C (23) 62 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) AAFEFTC (26) 30th Wing (27) 1080th TEFT Sq (28) Fresman Fld, Ind.
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFEFTC (30) 30th Wing (31) 1080th TEFT Sq (32) Fresman Fld, Ind.
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) None (34) _____ Present rating (35) None (36) _____ Instrument rating (37) None
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	<u>2 Engine</u>	<u>13:30</u>	(42) Instrument time last 6 months	<u>11:15</u>
(39) This model	<u>AT-10</u>	<u>13:30</u>	(43) Instrument time last 30 days	<u>3:05</u>
(40) Last 90 days		<u>47:30</u>	(44) Night time last 6 months	<u>7:05</u>
(41) Total		<u>74:30</u>	(45) Night time last 30 days	<u>2:55</u>

AIRCRAFT DAMAGE

DAMAGE (40) LIST OF DAMAGED PARTS

(46) Aircraft	<u>M 3</u>	<u>1 pitot tube - pitot tube mast - boom assy - pedal shaft support.</u>
(47) Engine(s)	<u>M 4</u>	<u>Left engine change necessary - Lf and rt cowling assy. - scoop assy.</u>
(48) Propeller(s)	<u>M 4</u>	<u>Left and right propellers.</u>

(50) Weather at the time of accident Little Rock - Clear - vis. 5 mi. - light smoke - Mbs 1041.3
Tempa 28° - Dp 10°
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Memroe, La. (53) To Stuttgart, Ark. (54) Kind of clearance Contact C
 (55) Pilot's mission Navigation training flight.
 (56) Nature of accident Wheels - up landing

(57) Cause of accident Left engine cut out and proper single-engine procedure was followed. A wheels-up landing was executed at Grider Field, Pine Bluff, Arkansas

DESCRIPTION OF ACCIDENT

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

NARRATIVE: At approximately 1215 CWT on 17 December 1943 at Grider Field, Pine Bluff, Arkansas, A/C Lawrence J Hongst, pilot of AT-10 type aircraft, AF Serial No. 41-27081, with A/C William J Hays as co-pilot executed a wheels-up landing.

At approximately 10 or 15 minutes south of Grider Field en route from Monroe, Louisiana to Stuttgart, Arkansas, the oil pressure on the left engine dropped to zero. There being no place to land because of the surrounding terrain, the pilot attempted to gain altitude. After reaching an altitude of 2500 feet, the left engine began to heat up. At this time, the power was increased on the right engine and retarded on the left. Upon approaching Grider Field, the aircraft began losing altitude. Since the pilot was uncertain of the plane's ability to drag the field and to make sure that the aircraft made the field, the pilot executed a wheels-up landing. Upon contact with the ground, the aircraft skidded straight ahead. The pilot immediately cut the switches and both pilot and co-pilot cleared the ship. There was no injury to personnel.

RESPONSIBILITY: Mechanical failure.

Investigation disclosed that the float in the oil line breather system was stuck in the down position. This resulted in a vacuum being set up and the oil was sucked out through the breather line resulting in a complete loss of oil in the left engine and the drop in oil pressure.

RECOMMENDATION: It is recommended that better maintenance be maintained and more rigid inspections of the aircraft. A thorough inspection of the aircraft and engine indicated very poor maintenance.

Edward P. Asmus
EDWARD P. ASMUS, Capt., AC
President

John A. Tyson
JOHN A. TYSON, Capt., AC
Member

Morris W. Newman
MORRIS W. NEWMAN, Capt., AC
Recorder

23 December 1943

Signature _____ Investigating Officer _____

RESTRICTED



