

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

(1) Place Freeman Field, Seymour, Indiana (2) Date 30 December 1943 (3) Time 1935Z
 AIRCRAFT: (4) Type and model AT-10 BH (5) A. F. No. 42-2231 (6) Station Freeman Field
 Organization: (7) AAFEFTC (8) 30th Wing (9) 466th TETS
(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)
31 SP	Quirk, C. P.	P	16004134	A/C	62	A.C.	AAFEFTC	None	No
30 CP	Liedtke, M. J.	P	0-802128	2nd Lt.	1801	A.C.	AAFEFTC	None	No



PILOT CHECKED WITH ACCURACY

(20) Quirk, Charles (Last name), Charles (First name), P (Middle initial), (21) 16004134 (Serial number), (22) A/C (Rank), (23) 62 (Personnel class), (24) A.C. (Branch)
 Assigned (25) AAFEFTC (Command and Air Force), (26) 30th Wing (Group), (27) 466th TETS (Squadron), (28) Freeman Field (Station)
 Attached for flying (29) AAFEFTC (Command and Air Force), (30) 30th Wing (Group), (31) 466th TETS (Squadron), (32) Freeman Field (Station)
 Original rating (33) P (Rating), (34) --- (Date), Present rating (35) P (Rating), (36) --- (Date), Instrument rating (37) --- (Date)

PILOT PILOT HOURS:

(a) of the time of this accident
 (38) This type..... 22:05 (42) Instrument time last 6 months Not Involved
 (39) This model..... 22:05 (43) Instrument time last 30 days Not Involved
 (40) Last 90 days..... 43:10 (44) Night time last 6 months Not Involved
 (41) Total..... ~~88:00~~ (45) Night time last 30 days Not Involved

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(40) Aircraft..... <u>M</u> <u>4</u>	See attached list.
(41) Engine(s)..... <u>M</u> <u>4</u>	
(42) Propeller(s)..... <u>M</u> <u>4</u>	

(50) Weather at the time of accident Clear sky, 2 miles visibility, light smoke & haze, Wind North 3.

(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 Wheels up on take-off.

(57) Cause of accident Pilot error.

(58) Has Form #4 been submitted? No.

DESCRIPTION OF ACCIDENT

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

A/C Quirk, C. P., Student Pilot, and 2nd Lt. Liedtke, M. J., Instructor, Co-pilot, were flying local transition from Freeman Field in AT-10 B1 A.F. No. 42-2231 on 30-December 1943.

The Instructor states that the pre-take-off check was made on the ramp and the position of all switches were checked. They taxied out to the runway and found that their radio reception was poor so they returned to the line and had a mechanic check their radio. They again started out to the runway and did not make a take-off check. After the ship had reached approximately 50 miles per hour and had become slightly airborne the wheels retracted letting the airplane down on its belly causing major damage to the propellers and lower engine nacelles. Both the Instructor and Student state that they checked the position of the landing gear switch and found it in the up position.

It is the opinion of the Aircraft Accident Committee that during the pre-take-off check the landing gear position switch was not checked properly and that the switch was in the up position at that time.

Cause of the accident was pilot error in not making a thorough check. All pilots will be warned that a complete and very thorough cockpit check must be made to insure the safety of themselves and government property.

5 Incls:

- #1 - Instructor Statement.
- #2 - Student Statement.
- #3 - Damaged parts list.
- #4 - Form 1.
- #5 - Form 1A.

Signature Robert J. DuChaine
(Investigating Officer)

ROBERT J. DU CHAINE

Captain, Air Corps

Aircraft Accident Officer

Date 1 January 1944