

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

(1) Place Freeman Field, Seymour, Indiana (2) Date 14 January 1944 (3) Time 2012
 AIRCRAFT: (4) Type and model AT-10BH (5) A. F. No. 41-26974 (6) Station Freeman Field
 Organization: (7) AAFETC (8) 30th Wing (9) 466th TEFT Squadron
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DATE	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)
3/25	Loreaux, E. R.	L	16159955	A/C	62	A.C.	AAFETC	Fatal	No
3/25	Lohoesener, E. K.	F	37207243	A/C	62	A.C.	AAFETC	Fatal	No

~~PILOT CHARGED WITH ACCIDENT~~

(20) Loreaux Eugene R. (21) 16159955 (22) A/C (23) 62 (24) A.C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) AAFETC (26) 30th Wing (27) 466th TEFT Squadron (28) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFETC (30) 30th Wing (31) 466th TEFT Sqdn. (32) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) - (34) - Present rating (35) - (36) - Instrument rating (37) -
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 7:10 (42) Instrument time last 6 months Not Involved
 (39) This model 7:10 (43) Instrument time last 30 days Not Involved
 (40) Last 90 days 42:25 (44) Night time last 6 months 8:30
 (41) Total 49:35 (45) Night time last 30 days None

AIRCRAFT DAMAGE

(46) LIST OF DAMAGED PARTS

(47) Aircraft W 50
 (48) Engine(s) W 50 W 51
 (49) Propeller(s) W 50 W 51
 See Attached Statement.

(50) Weather at the time of accident High scattered clouds, visibility 2 miles, light smoke, Wind S. 20mph.

(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 Night Transition. 76

(56) Nature of accident Wheels-up landing on take-off.

(57) Cause of accident It is the opinion of the Aircraft Accident Committee that engine failure occurred on the take-off and a forced landing was made with the wheels retracted. Due to excessive high speed the airplane was not stopped before it reached the end of the field. 85-86

(58) Has Form #54 been Submitted? No.

Accident No.

44-1-13-14

Pilot's Name

Loreaux, E. R. Pfc

07

Take-off
Nature Group

57

Miscellaneous
Specific Nature

00

Underlying Nature
Undetermined

100

% Cause Group
37 Undetermined
Specific Cause

93

No definite conclusions
Underlying Cause possible although

00

Undetermined } Probable cause
Cause Group } may be deduced.
Specific Cause

Underlying Cause

either flew into
the ground on
landed wheels
up due to engine
failure.

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

(1) Place Freeman Field, Seymour, Indiana (2) Date 14 January 1944 (3) Time 0012
 AIRCRAFT: (4) Type and model AT-10BH (5) A. F. No. 41-26974 (6) Station Freeman Field
 Organization: (7) AAFETC (8) 30th Wing (9) 466th TFFT Squadron
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY	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 SP	Loreaux, E. R.	L	16159955	A/C	62	A.C.	AAFETC	Fatal	No
SC	Lohofener, E. K.	L	37207243	A/C	62	A.C.	AAFETC	Fatal	No

PILOT CHARGED WITH ACCIDENT

(20) Loreaux Eugene R. (21) 16159955 (22) A/C (23) 62 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
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 Attached for flying (29) AAFETC (30) 30th Wing (31) 466th TFFT Sqdn. (32) Freeman Field
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) - (34) - Present rating (35) - (36) - Instrument rating (37) -
(Rating) (Date) (Rating) (Date) (Date) (Date)

PILOT PILOT HOURS:

(at the time of this accident)

(38) This type 7:10 (42) Instrument time last 6 months Not Involved
 (39) This model 7:10 (43) Instrument time last 30 days Not Involved
 (40) Last 90 days 42:25 (44) Night time last 6 months 8:30
 (41) Total 19:45 (45) Night time last 30 days None

AIRCRAFT DAMAGE

(46) LIST OF DAMAGED PARTS

DAMAGE	(47)	(48)
(44) Aircraft	W 5	
(47) Engine(s)	W 5	W 5
(48) Propeller(s)	W 5	W 5

See Attached Statement.

(49) Weather at the time of accident High scattered clouds, visibility 3 miles, light smoke, Wind S. 20mph.

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

(51) Cleared from Freeman Field (53) To Local (54) Kind of clearance Contact

(55) Pilot's mission Local Night Transition. 76 (Classification)

(56) Nature of accident Wheels-up landing on take-off.

(57) Cause of accident It is the opinion of the Aircraft Accident Committee that engine failure occurred on the take-off and a forced landing was made with the wheels retracted. Due to excessive high speed the airplane was not stopped before it reached the end of the field.

(58) Has Form #54 been Submitted? No.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

A/C Loreaux, E.R., Student Pilot and A/C Lohofener, E.K., Student Co-pilot, were flying local night transition from Freeman Field on 14 January 1944 in AT-10EH, AF Number 41-28874.

The aircraft that Cadet Loreaux was pilot of was observed making a normal take-off, and, after reaching an altitude of about 70 feet, settling back to the ground and then bursting into flames.

Upon investigating the scene of the accident it was found that the airplane made a normal landing with the wheels retracted and after sliding on its belly for a distance of about 1000 feet, it slid into a drainage ditch at the extreme end of the field. The shock of striking the opposite bank of the ditch caused the airplane to burst into flames, killing both occupants and resulting in complete loss of the airplane.

It is the opinion of the Aircraft Accident Committee that engine failure occurred on the take-off and a forced landing was made with the wheels retracted. Due to excessive speed the airplane was not stopped before it reached the end of the field.

No recommendations.

3 Incls.

- #1 - Report of Proceeding AACC.
- #2 - Damage report
- #3 - Photographs.

Signature

Robert J. DuCharme
ROBERT J. DUCHARME, Capt., AG.

William B. Poe
WILLIAM B. POE, Major, AG.

Glenn J. Chamberlain
GLENN J. CHAMBERLAIN, Capt., AG.

Aircraft Accident Classification Committee.

24918

Date 16 January 1944

REPORT OF PROCEEDINGS

OF

AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

Headquarters, Freeman Field,
Seymour, Indiana.

Proceedings of the Aircraft Accident Classification Committee convened at Freeman Field, Seymour, Indiana, pursuant to paragraph 4, Special Orders No. 293, Headquarters, Freeman Army Air Field, Seymour, Indiana, dated 4 December 1943.

The committee met pursuant to the foregoing order at the Office of the Commanding Officer, Freeman Field, Seymour, Indiana, at 9:30 A.M. on 14 January 1944.

Members Present:

Maj. William B. Poe, 0277360, AC
Capt. Glenn L. Chamberlain, 0423914, AC
Capt. Robert J. DuChaine, 0417689, AC
Capt. Dayton R. Griffith, 0230484, AC Ex-Officio, Nonvoting
Capt. Paul H. Harrison, 0372073, AC Ex-Officio, Nonvoting
Maj. Russell Skyrme, 0436440, AC Ex-Officio, Nonvoting

Members Absent: None.

PURPOSE: To investigate and determine the cause of the deaths of Aviation Cadet Eugene R. Loreaux, 16159955, and Aviation Cadet Erell K. Lohofener, 37207243, both of Aviation Cadet Detachment, Freeman Field, Seymour, Indiana, in an airplane accident which occurred on 13 January 1944.

The following named witnesses appeared before the committee and testified as follows:

2nd Lieutenant Hugh C. Jones, Jr., O-79784, Air Corps, testified as follows:

Q. What are your duties?

A. I was Airdrome Officer and in accordance with my instructions I was in the Tower for night flying.

Q. Will you give us a statement as to just what you know about the accident?

A. Well, the first thing I saw was a burst of flame at the extreme west edge of the field and immediately the A.A.C.S. Officer sounded the crash alarm from the Tower and at that time it was undecided whether it was a ship or whether it was a stack of hay or grass at that end of the field. The crash trucks were on the way at the time. I left the Tower and took the A.O.'s car and went out to the scene. As to how it happened, I know nothing about that, sir.

Q. When you got out there was the ship all together or broken up?

A. From the rear of the seats, that part of the fuselage had been broken and was slightly turned from the wing section.

Q. Did you see the number of the ship?

A. No, sir. I could make out it was a blue nose ship but I wasn't positive about the number.

Q. You didn't see the ship any time while it was in the air?

A. No, I did not, sir.

Q. Did you get out there before they got the boys out of the plane?

A. They were in the process of bringing the first one out when I arrived. It was sometime before they were able to get the second one out. They ran out of foam. All they had was water at that time.

There being no further questions, the witness was excused and withdrew.

2nd Lieutenant Harry A. Bell, O-675533, Air Corps, testified as follows:

Q. Will you tell us your duties?

A. Instructor, Flight 5.

Q. Tell us what you know about the accident last night?

A. The accident itself I didn't see. The only thing I saw of the ship was that it became airborne. As soon as the ship became airborne, I told my student to go ahead and take off and I immediately began checking and cross-checking everything he had done to make sure the ship was okay for take-off and then I logged off. We were just getting off the ground and at the same time someone in the Tower told me that there was a ship on fire on the runway and I took the controls over and moved to the left of the runway in the air. We were in the air then and all I can say of the ship, it looked like the whole fuselage was on fire at the left side.

- Q. What was your position on take-off with relation to that ship?
A. We were 15 or 20 feet to the left of it, at the back of it.
- Q. Was your ship following the ship that crashed on the take-off?
A. Yes, sir.
- Q. You didn't see it after it ran down the runway-after it was burning?
A. The first thing I saw of it was a slight flame.
- Q. On the take-off you saw it roll down the runway?
A. Yes, sir, I saw it actually go into the air.
- Q. Did you notice how high it was?
A. No, sir, I started checking my student to make sure that he had done everything correct.
- Q. What intersection were you taking off from last night?
A. I believe it was 5.
- Q. You were taking off on the west runway from Intersection 5?
A. Yes, sir.

There being no further questions, the witness was excused and withdrew.

Aviation Cadet Deway H. Nelson, 11120959, Aviation Cadet Detachment, Freeman Field, Seymour, Indiana, testified as follows:

- Q. Will you tell us where you were last night at the time of the accident?
A. I was on the west take-off strip and about half way down it when the plane burst into flames.
- Q. You were in the ship immediately following the ship that crashed?
A. Yes, sir, I was.
- Q. Tell us just what you know about it?
A. We taxied up behind this plane that was to take off. The plane was on our right and we were very close to it. I was waiting for him to make his take-off check, at least I presume it was a take-off check, and he gave it the throttle, went down the runway and went over a little bit to the left. I think the veering was natural in the take-off run and he was airborne before he cleared the end of the runway. He flew out and seemed to be climbing normally and he got to a height of approximately 70 feet. He certainly was pretty well up in the air and then he seemed to lose directional control and all I could see was the little white cone light of the tail of the plane and it seemed as though he was losing directional control and then he went off to the right and then just went down. I lost sight of the little white light and about three seconds later there was a white puff of smoke followed by a burst of flame. I had just

cleared the ground as the plane burst into flames. There was nothing for us to do so we just got off the ground. Lt. Bell didn't see the plane itself after it left the ground. We began to open the throttle to check for carburetor ice. He rechecked my CIGFTR check to see if everything was all right and as a result, he didn't see the plane take off and just as we were airborne, he finished making the check and heard as I did, over the radio, that someone called the Control Tower and said there was a plane burning at the end of the runway. After that I don't know what happened.

- Q. What was the position of the plane when you saw it burning?
A. We were just over to the left of it and I couldn't see very well. I didn't get a good look at it so I couldn't say. The flames were quite high as we went by it.
- Q. Could you tell at the take-off whether he was climbing too steeply or not?
A. No, sir. I was going to say to Lt. Bell that I watched the ship during the entire take-off and I was going to say to him, that it was not unusually low but he did appear low for the position he was in, being so far out from the field. He seemed low but he wasn't unusually low so there didn't seem as if anything was wrong at that time.
- Q. Did you notice if he ever came down a little way on the ground after he was in the air?
A. No, sir. He was airborne before he left the edge of the runway strip, definitely, because I watched him take off and go up. He went over to the left and stayed in the air until the time he crashed.
- Q. Could you tell then whether he came to the ground and continued until the crash?
A. No, sir, I cannot. I just saw the light coming down and then disappear in a very short time and after a few seconds the plane burst into flames.

There being no further questions, the witness was excused and withdrew.

Captain James Murray, O-420626, Air Corps, testified as follows:

- Q. Will you tell us your duties?
A. I am the CO of Flight 3.
- Q. Will you tell us anything you know about the students and about the situation concerning this accident?
A. Last night I was in the Flight Office and Lt. Trommershauser came in and asked me what the fire was out on the field and if there was a crash. I told him I had not been notified anything to that effect. He went out to the back of the Flight Building and saw the plane on fire and immediately went up to Operations to find out anything about it and then went up to the Tower and couldn't find out anything up there. Just then Captain Fuller had seen the number 203 on the ship and so I went up to the Flight and looked up my schedule and saw it was my ship. Cadets Loreaux and Lenoufener were pilot and co-pilot respectively.

When Lt. Campbell returned from his cross-country, we asked him as to the ability of the students and he said that Loreaux was a very good, average student and Lohoefener was above average. Then I told him the story of the accident. When the instrument instructor came in, I also asked him how they were on instruments and he said that both were very good students.

Q. Was this their first night team ride?

A. I am not sure whether it was the first. I think it was the first for Loreaux but Lohoefener might have had a team ride two nights previous when he was checked out. The instructor who checked them out at night said they were very good.

Q. Do you know what time they checked out?

A. The instructor said they spoke to him about 10 minutes to 7 P.M. and according to the form on the ship, they signed out as of 7 P.M.

Q. Do you know whether they had made a landing previous to this take-off?

A. I am not sure about that. Lt. Bell told me that he thought they had because it appeared to him that the ship was right behind the taxi strip that they normally enter to take-off position but when we found the Loading List and the time when they checked out of the flight, we figured it was impossible for them to have gotten in a landing before that.

Q. Did you get the Loading List?

A. No, sir, I didn't.

Q. Were they on a night local mission?

A. They were on a night local mission. They were to have shot landings over St. Ann's Auxiliary Field.

Q. The fact that they were on the base field would indicate they they had not made a previous landing?

A. Yes, sir.

There being no further questions, the witness was excused and withdrew.

2nd Lieutenant Eurl G. Campbell, O-816230, Air Corps, testified as follows:

Q. Will you tell your connection with the students involved in the accident last night?

A. I check them out on ordinary transition, both of them.

Q. They were your students?

A. Yes, sir, they were my students and Lohoefener I considered slightly above an average student...he was extra good. Loreaux was a good student, also quick to learn. I didn't fly instruments or night flying so I don't know how they were on that.

- Q. Who checked them out at night?
A. Loreaux was checked out by Lt. Smith and Lohoefer was checked out by Lt. Jones.
- Q. Were both instructors from Flight 4?
A. Yes, sir.
- Q. Was this their first night team ride or were they together before?
A. I think Lohoefer was teamed the night before. I couldn't be sure of that.

There being no further questions, the witness was excused and withdrew.

2nd Lieutenant Robert H. Fletcher, O-581675, Air Corps, testified as follows:

- Q. Will you tell us your duties?
A. A.A.C.S. Officer, Radio Range Station and Control Tower.
- Q. Will you tell us where you were at the time of the accident?
A. I was in the Control Tower, at the time of the accident. We had about 15 ships in take-off position and 203, I do not believe, called the tower for take-off instructions. 226 called the tower for take-off instructions and I believe he was given instructions for taking off to follow the ship in front of him. The ship in front of him was undoubtedly 203. 203 got into the air slowly and the other ship was in clear for take-off and that was the last I saw of 203. I saw his lights go over the runway and I gave him no further attention. That's all I can say.

There being no further questions, the witness was excused and withdrew.

Private First Class Milton Krasilovsky, 32443410, 2nd Airways Communication Squadron, Freeman Field, Seymour, Indiana, testified as follows:

- Q. Will you tell us your duties?
A. I was on the "B" position logging. The MAC Corporal Wendling was handling the microphone and I was watching ships taking off. Approximately 2 or 3 minutes before the fire started in the west end of the runway, I noticed another ship taking off and suddenly the top recognition light or dome light blinked and I waited a moment thinking that a light might have blinked out or disappeared in the mist or some of the smoke that was coming over the field at that time. I watched the next ship taking off and that took off in the air followed by a second ship. Well, that was approximately 10 minutes after 7 P.M. and then at the west end of the runway I saw a fire and I supposed it was a plane. We notified all the parties of the crash, the ambulance, etc. by use of the master switch in the "A" position and they got out there and that's all I know.

- Q. How high did you think the ship got off the ground?
A. When I saw that light disappear, he got off the ground and I was pretty sure it was at the end of the runway and we supposed he had really taken off. There was a problem of turning on the spot light because it would have blinded the other ships.
- Q. Do you think there was any chance that he could have settled back down on the ground when you were not looking?
A. My job was to take charge of take-offs since the men on the microphones are responsible for all the approaches. It was possible that the ship had fallen from that position where the dome light blinked but there was no length to judge any descent by.
- Q. It would seem to you that the light went out while the ship was still in the air?
A. It would seem it was only 1 or 2 minutes after the ship fell before it burst into flames.
- Q. Do you know whether this was the first take-off that 203 had made last night?
A. I couldn't say that, sir, because our logs in that "B" position were incomplete at that time. I was marking and watching traffic. I believe that 203 did not check out on 3510 MC. I was tuned to that position.
- Q. When the light went off was the ship just over the end of the runway?
A. It was in the air.

There being no further questions, the witness was excused and withdrew.

End Lieutenant John S. Jones, O-812005, Air Corps, testified as follows:

- Q. Did you check out any students on the night flying?
A. Yes, sir.
- Q. Which students did you check out?
A. Cadet Lehoofener.
- Q. He was the co-pilot?
A. I believe he was.
- Q. Will you tell us of his ability?
A. I thought he was above average pilot. He had some weaknesses, none of them very serious.
- Q. Did he have any tow. rides at night?
A. I don't know.

Q. What night did you check him out?

A. It was Tuesday night, I think.

Q. And you don't know whether he got a team ride that night?

A. No, sir, I don't. Lt. Cambell was the instructor on that.

Q. Did either one of them get excited very easily?

A. Lohoeferer, he didn't. I don't know the other cadet.

There being no further questions, the witness was excused and withdrew.

2nd Lt. Lieutenant Oliver R. Hubbell, O-204452, Air Corps, testified as follows:

Q. Tell us what you know that night that might have some bearing on the accident.

A. Of all my students, Cadet Lohoeferer was number 2 in ability, Cadet Loreaux was number 3 or 4. Loreaux, in starting out, wasn't too good but he showed very great improvement and good ability. He was a little slow picking up ideas but caught on quickly. His instrument take-off was just about the best of all my seven cadets. Cadet Lohoeferer was just a little better student than Cadet Loreaux. He got the ideas better. His instrument take-offs were not quite as good but, in general, he was a better student. Both had had ten take-offs.

There being no further questions, the witness was excused and withdrew.

2nd Lieutenant Howard L. Smith, O-798223, Air Corps, testified as follows:

Q. Tell us what you know that might have some bearing on the accident.

A. I checked Cadet Loreaux out at night. That was the only time I rode with him. We were Flight 4 visiting Flight 3 that particular night.

He was an average student, very open to instruction. Also seemed to retain instruction well. Showed average technique in landing ability. Also showed good control of his landing. This man was capable of team ride at night. I gave him, I believe, six landings. On his first landing he showed very good technique.

I don't know whether he had a previous team ride or not. I checked him out Tuesday night.

There being no further questions, the witness was excused and withdrew.

Sergeant Lisle F. Contham, 33362960, Air Corps, testified as follows:

- Q. Tell us what you know that might have some bearing on the accident.
- A. I am a row chief. I have two planes assigned to me, 205 and 203. I was on duty last night. I was there when the cadets came in to get the plane. They went around and examined the struts and elevators and then climbed in the plane. When Corporal Gardner got the loading slip off of them, they told him if they didn't come back, it would be the plane's fault. They were joking. They started the engines up. The engines started okay.

I do not know which Cadet made the statement. He made it to Corporal Gardner. I don't know how many hours the airplane had flown yesterday. I came on at 2:00 and worked until 10:00. I remember servicing it the last time and the pilots said it was okay.

I don't know whether or not the cadets unlocked the controls and checked them before taxiing. I believe they did but I am not sure. I don't know what time they taxied out. I don't know how long it was from the time we took the loading slip until the time the fire started. I didn't know the fire had started until the fire truck went out.

There being no further questions, the witness was excused and withdrew.

The committee adjourned at 10:30 A.M., 14 January 1944.

William B. Poe

WILLIAM B. POE, Major, AC.

Glenn L. Chamberlain

GLENN L. CHAMBERLAIN, Capt., AC.

Robert J. DuCharme

ROBERT J. DUCHARME, Capt., AC.

WAR DEPARTMENT
300th Sub Depot
Seymour, Indiana

15 January 1944

SUBJECT: Aircraft Accident Report.

TO: Operations Officer, Freeman Field, Seymour, Indiana

1. Aircraft AT-10BH, Army Air Forces serial number 41-26874, damaged in accident on 13 January 1944, was found to have the following damage.

Fuselage	- 100%
Surface Controls	- 100%
Engines	- 50% (non reparable)
Propellers	- 75%
Instruments	- 100%
Radio Equipment	- 100%

NOTE: Airplane burned after crashing.

Edward P. White

EDWARD P. WHITE
Major, Air Corps
Maintenance Officer.





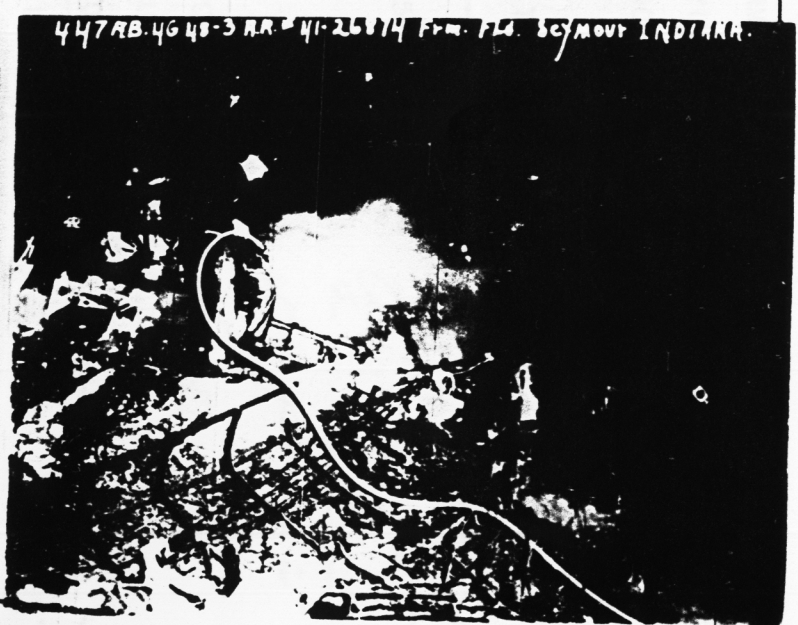
FREEMAN FIELD SEYMOUR
INDIANA



447AB.46-4 RR #41-26874 From FL. SEYMOUR INDIANA



447AB.46-2 RR #41-26874 From FL. SEYMOUR INDIANA



447AB.46-3 RR #41-26874 From FL. SEYMOUR INDIANA.

~~IN~~COMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION A I U

OFFICE OF FLYING SAFETY

FOR INFO O M

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M & R

DATE 14 JAN 44

T.W.X.

X

TELEGRAM

ADM NET

WU3 64/63 GOVT FREEMAN FIELD IND 945P JAN 13 1944

COMMANDING OFFICER

FLIGHT CONTROL COMM WN

517
Quinn
...
...

13 JANUARY 1944 1911 CWT FREEMAN FIELD SEYMOUR INDIANA PILOT

³²
LOREAUX EUGENE RA/E AUS TRAINING COMMAND FREEMAN FIELD TAKE

OFF ACCIDENT PILOT KILLED ³³ COPILOT LOHOEFENER ERELL K A/C AUS

TRAINING COMMAND KILLED LOCAL TRANSITION HIGH BROKEN 3

MILES VIS IN LIGHT SMOKE WIND SSW 3 MILES 41-26874 AT-10

TWIN ENGINE TRAINER FREEMAN FIELD SEYMOUR INDIANA COMPLETE

WRECK UNKNOWN SUB DEPOT NONE YES

RUNDQUIST

ET
...
...
5173

...
09 37 50

...
37 22 00 → *101* → *...*

44-1-13-14
...
...

#29/1232Z/BRR

44-1-13-14

1852112-A3

INCOMING MESSAGE

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

FOR ACTION ALL

FOR INFO OFC MGNT

FOR FILE M&B

DATE 15 JAN 44

T.W.X.

TELEGRAM

ADM NET

FM FLYING SAFETY WASHINGTON D.C.

TO CHIEF FLYING SAFETY WINSTON-SALEM, N.C.

BRIEF OF AIRCRAFT ACCIDENT NO. 2831

A 13 JANUARY 44 1911 CWT

B FREEMAN FIELD, SEYMOUR, INDIANA

C A/C EUGENE R LOREAUZ, AUS

D EFTC, FREEMAN FIELD, SEYMOUR, INDIANA

E TAKE-OFF ACCIDENT

F

G PILOT, CO-PILOT A/C ERELL LOHOEGENER-FATAL

H LOCAL TRANSITION

I HIGH, BROKEN CLOUDS, 3 MILES VISIBILITY IN LIGHT SMOKE. WIND
SOUTHWEST AT THREE MILES.

J AT-10 41-26874 EFTC, FREEMAN FIELD, SEYMOUR, INDIANA

K COMPLETE WRECK

L

M

N TELETYPE

STES

#103/RR/1959Z

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION AIU

OFFICE OF FLYING SAFETY

FOR INFO OFC MGMT

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M&R

DATE 26 JAN 44

T.W.X.

TELEGRAM

ADM NET

FROM ESTES FLYING SAFETY WASHINGTON DC 262045Z

TO CHIEF FLYING SAFETY WINSTON-SALEM, NORTH CAROLINA

BRIEF OF AIRCRAFT ACCIDENT NO. 3170 REF NO. 2831

A 13 JAN 44 1911 CWT

B FREEMAN FLD, SEYMOUR, INDIANA

C A/C EUGENE R LOREAUX, AUS

D EFTC, FREEMAN FLD, SEYMOUR, INDIANA

E TAKE-OFF ACCIDENT

F ENGINE FAILURE

G PILOT CO-PILOT A/C BRELL LOHDEFENER-FATAL

H LOCAL TRANSITION

I HIGH, BROKEN CLOUDS, 3 MILES VISIBILITY IN ~~XXXXX~~ LIGHT SMOKE. WIND
SOUTHWEST AT 3 MILES PER HR

J AT-10 41-26874 EFTC, FREEMAN FLD, SEMOUR, INDIANA

K COMPLETE WRECK

L

M ENGINE FAILURE OCCURRED ON TAKE-OFF AND FORCED LANDING WAS MADE
WITH WHEELS RETRACTED.

N TELETYPE 2100Z

#129/RR/2109Z

Jan 26 1944

Accident No. 44-1-13-4

Date

Checked by [Signature]

Analyzed by W/B

Copied for Wright
Field by [Signature]

Notes ~~Wright Capt. McKnight~~
Unsubstantiated

Attn: Capt. Carrington

8225:9-113

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

A/C Loreaux, E.R., Student Pilot and A/C Lohofener, E. K., Student Co-pilot, were flying local night transition from Freeman Field on 14 January 1944 in AT-10EH, AF Number 41-26874.

The aircraft that Cadet Loreaux was pilot of was observed making a normal take-off, and, after reaching an altitude of about 70 feet, settling back to the ground and then bursting into flames.

Upon investigating the scene of the accident it was found that the airplane made a normal landing with the wheels retracted and after sliding on its belly for a distance of about 1000 feet, it slid into a drainage ditch at the extreme end of the field. The shock of striking the opposite bank of the ditch caused the airplane to burst into flames, killing both occupants and resulting in complete loss of the airplane.

It is the opinion of the Aircraft Accident Committee that engine failure occurred on the take-off and a forced landing was made with the wheels retracted. Due to excessive speed the airplane was not stopped before it reached the end of the field.

No recommendations.

3 Incls.

- #1 - Report of Proceeding AACC.
- #2 - Damage report
- #3 - Photographs.

Signature *Robert J. DeChaine*
 ROBERT J. DE CHAINE, Capt., AG.
William B. Poe
 WILLIAM B. POE, Major, AC.
Glenn A. Chamberlain
 GLENN A. CHAMBERLAIN, Capt., AC.
 Aircraft Accident Classification Committee.

24918

Date 16 January 1944



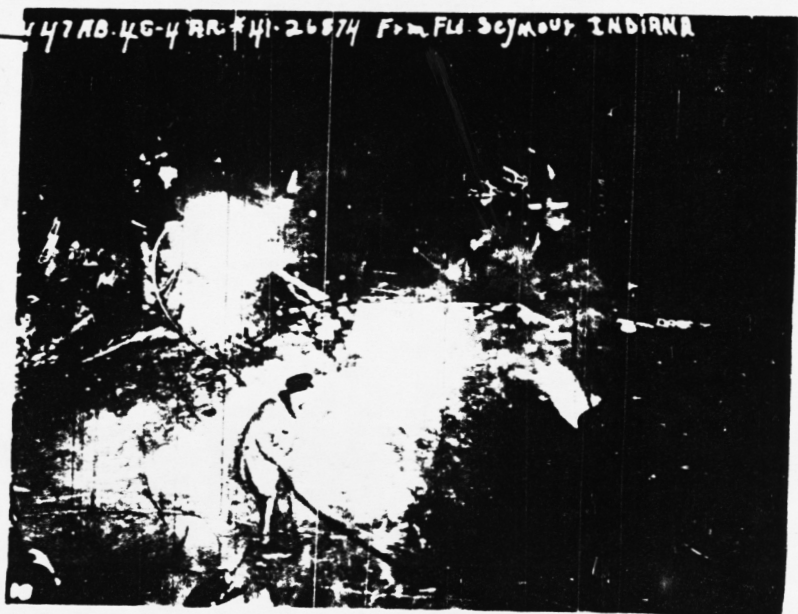
SYMOUR LTD



SYMOUR LTD



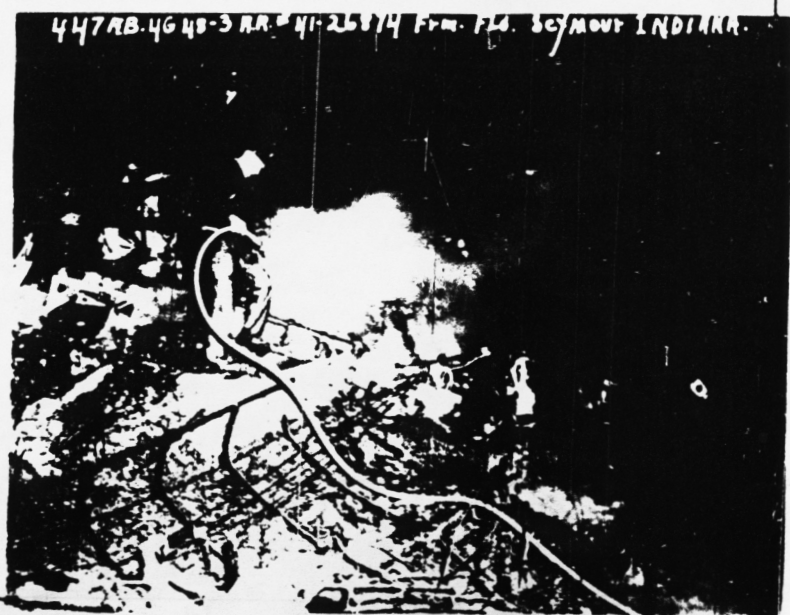
SEAMAN Field Seymour
INDIANA



447AB-46-4 RR #41-26874 From FLA Seymour INDIANA



447AB-46-2 RR #41-26874 From FLA Seymour INDIANA

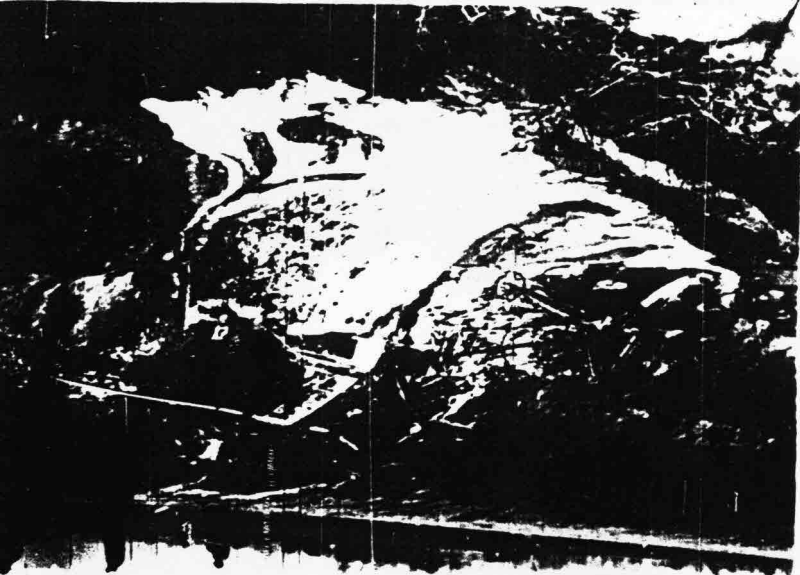


447AB-46-3 RR #41-26874 From FLA Seymour INDIANA

PNI 400W 628



PHOTOGRAPHED BY THE U.S. AIR FORCE AT SEYMOUR IAB



REEMAN Field Seymour
INDIANA



47 MB. 46-4 RR #41-26574 From FL. Seymour INDIANA



447AB4648-2 RR 41-26874 Fm FL SCYMOU INDIANA



447RB.4648-3 RR. 41-26874 From. Fla. Seymour INDIANA.

