

WAR DEPARTMENT
 U. S. ARMY AIR FORCES

130 Radio
 94
 44-1-29-6

REPORT OF AIRCRAFT ACCIDENT

(1) Place: 5 mi. East of Columbus, Indiana. (2) Date: 29 January 1944 (3) Time: 1910Z
 (4) Type and model: AT-10 BH 69 (5) A. F. No.: 41-27085 (6) Station: Freeman Field
 Organization: (7) AAFETC (Command and Air Force) (8) 30th Wing (9) 1079th TFFT Squadron
 EFT PERSONNEL AFT AFT 5173

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)
30 S	Gerriets, John A.	P	0-802678	2nd Lt.	601	A.C.	AAFETC	Fatal	No
31 SD	Judson, C. H., Jr.	P	11103798	A/C	62	A.C.	AAFETC	Fatal	No



29 Gerriets, John A. (Last name) (First name) (Middle initial) (21) 0-802678 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) A.C. (Branch)
 Assigned (25) AAFETC (Command and Air Force) (26) 30th Wing (Group) (27) 1079th TFFT Squadron (Squadron) (28) Freeman Field (Station)
 Attached for flying (29) AAFETC (Command and Air Force) (30) 30th Wing (Group) (31) 1079th TFFT Sqn. (Squadron) (32) Freeman Field (Station)
 Original rating (33) P (Rating) (34) 5-28-43 (Date) Present rating (35) P (Rating) (36) 5-28-43 (Date) Instrument rating (37) 9-21-43 (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (15) This type: 555:45 (16) Instrument time last 6 months: 59:35
 (17) This model: 555:45 (18) Instrument time last 30 days: 6:05
 (19) Last 90 days: 282:45 (20) Night time last 6 months: 58:40
 (21) Total: 688:45 (22) Night time last 30 days: 13:05

AIRCRAFT DAMAGE NF

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft: W 5	See attached statement.
(47) Engine(s): W 5 W 5	
(48) Propeller(s): W 5 W 5	

(50) Weather at the time of accident: High scattered clouds, visibility unlimited, ceiling unlimited, wind NNW 12 mph.
 (51) Was the pilot flying on instruments at the time of accident? No
 (52) Cleared from Freeman Field (53) To Local 5-173 (54) Kind of clearance: Contact
 (55) Pilot's mission: Local Instrument 60
 (56) Nature of accident: Collision with object other than aircraft, i.e., ground.

(57) Cause of accident: Structural failure of right wing due to excessive strain resulting in a fatal spin.
 (58) Has Form #54 been submitted? No.
 52
 PIA
 5-6-44

Accident No.

Pilot's Name

Judson

10 Nature Group

Structural failure

68 Specific Nature

Aircraft

00 Underlying Nature

Undetermined

100% 37 Cause Group

93 Specific Cause

00 Underlying Cause

Undetermined

Cause Group

Specific Cause

Underlying Cause

PILOT CHARGED WITH ACCIDENT

Acc # 1
 (20) Judson, Clifford H. (21) 1103798 (22) W/C (23) 62 (24) A.C.
 (Last Name) (First Name) (Mid. Init.) (Ser. No.) (Rank) (Per. Class) (Branch)

ASS. (25) EFT (26) AT (27) 1079 AF (28) 5173-J
 (Com. & Air Force) (Group) (Squadron) (Station)

ATT. For Flying (29) (30) (31) (32)
 (Com. & Air Force) (Group) (Squadron) (Station)

Orig. rating (33) (34) Present rating (35) (36) Instr. rating (37)
 (Rating) (Date) (Rating) (Date) (Date)

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

(38) This type <u> </u>	(42) Instr. time last 6 months <u> </u>
(39) This model <u> </u>	(43) Instr. time last 30 days <u> </u>
(40) Last 90 days <u> </u>	(44) Night time last 6 months <u> </u>
(41) Total <u> </u>	(45) Night time last 30 days <u> </u>

DESCRIPTION OF ACCIDENT

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

2nd Lt. Gerriets, J. A., Instructor, and A/C Judson, C. H., Jr., Student Pilot, were on a local instrument flight in AT-10 A.F. No. 41-27085 from Freeman Field on 29 January 1944.

The ship Lt. Gerriets was pilot of was first observed by two Cadets flying at 2500 feet in the same locality, spinning towards the ground with the right wing gone. About a minute previous to observing the airplane crashing the same Cadets saw an airplane that they believed to be the one that later crashed diving at a steep angle then leveling off under control. These same two Cadets approximately a minute later observed what they believed to be the same airplane spinning past them.

Upon examining the airplane it was found to be a complete wreck; injuries to both pilot and co-pilot proved fatal. The wreckage of the airplane was examined and it was found that the major portion of the right wing was missing. Upon further investigation the major portions of this wing were found scattered over the area downwind from the scene of the accident. A section of the wing tip was found approximately a quarter of a mile from the wreckage.

It is the opinion of the Aircraft Accident Committee that the cause of the accident was due to structural failure of the right wing causing a fatal spin. It is believed that Lt. Gerriets was giving the Cadet instructions in unusual positions and excessive strain was put on the airplane in attempting to recover, resulting in the right wing collapsing.

Upon examining the Cadet's grade slips it was found that he was below average in altitude control and recovery from unusual positions.

All pilots of this station will be instructed to know the limits of the AT-10 type airplane and to stay well within them. Instrument Instructors will be further cautioned to avoid allowing their students to exceed these limits before taking over the control of the airplane.

10 Incls:

- #1 - Statement of Instrument Instructor.
- #2 - Eye Witness Statements (4).
- #3 - Aircraft damage report.
- #4 - Form 1.
- #5 - Form 1A.
- #6 - Photographs (5).

AIRCRAFT ACCIDENT COMMITTEE:

William B. Poe
WILLIAM B. POE,
Major, Air Corps.

Glenn L. Chamberlain
GLENN L. CHAMBERLAIN,
Captain, Air Corps.

Robert J. DuChaine
ROBERT J. DU CHAINE.

.....
Captain, Air Corps.

.....
Aircraft Accident Officer

1 February 1944.

1/29/44
DATEFAAF
STATIONTTFTS
GROUP NO. AND TYPEAT-10 BE
AIRCRAFT MODELS/Sgt. Robbins
CREW CHIEF OR AERIAL ENGINEER1079th
SQUADRON NO. AND TYPE1-27085
AIRCRAFT SERIAL NO.

PERS. CLASS	- PRINT PLAINLY -		USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA		
	NAME	RANK		ORGANIZATION	DUTY		DUTY		DUTY		DUTY		TERMINALS AND MISSION	
					N OR I		N OR I		N OR I		N OR I		8	9
62	Borowski, Theodore	A/C	16035691	2/1	S	2:00							FROM: L	08:00
62	Cobb, Thomas W.	A/C	14077408	8/1	SC	2:00							TO: C	10:00
													MISSION: L	NO. OF LANDINGS: 5
62	Cobb, Thomas W.	A/C	14077408	2/1	S	2:00							FROM: I	10:15
-62	Borowski, Theodore	A/C		2/1	SC	2:00							TO: C	12:15
													MISSION: L	NO. OF LANDINGS: 5
18	Gerriets, John A.	2nd Lt.	A.C. 0-802678	Inst. Flight	S								FROM: L	13:30
62	Judson, C. E., Jr.	A/C	11103796	4/1	SD	I							TO: C	14:10
													MISSION: I	NO. OF LANDINGS: 40
													FROM:	
													TO:	
													MISSION:	NO. OF LANDINGS:
													FROM:	
													TO:	
													MISSION:	NO. OF LANDINGS:

A TRUE COPY

Robert J. DuChaine
 ROBERT J. DU CHAINE,
 Captain, Air Corps,
 Aircraft Accident Officer.

WAR DEPARTMENT
A. A. F.
FORM NO. 1
2-2-42

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT
OPER.
CLERKTRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A
CREW
CHECKTOTAL
FLIGHT
TIME

4:40

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)										RADIATOR CHECKED	
DATE OF OR HOURS DUE	INSPECTED TODAY			SERVICE	FUEL (GALLONS)		OIL (QUARTS)								
	BY	STATION			SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
							SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	
PREFLIGHT	1/29/44	R	FAAF												
DAILY	1/29/44	R	FAAF												
25 HOURS	1143:35			1ST		155		22		22					
50 HOURS	1168:35			2ND	55	155		22		22					
100 HOURS	1218:35			3RD	55	155		22		22					
				4TH											
				5TH											

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS	3510 A	Adams	FAAF
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY		EXPLANATION	
1.	2.		
/			Rt. carb temp gage inop.
			T.O. N/c/w; gas tank gage hooked up backwards.

EXCEPTIONAL RELEASE
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT { On 41-B } 2

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

Dailyed by Rodetis. Preflighted by S/Sgt. Robbins. Rt. fuel pressure too high. Flight #1 O.K. T. Borowski. #2 O.K. A/C T. W. Cobb. Serviced by Novak

A TRUE COPY:
Robert J. DuChaine
ROBERT J. DU CHAINE
Captain Air Corps
Aircraft Accident Officer.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	322:50	322:50		
HOURS TODAY	4:40	4:40		
TOTAL	327:30	327:30		
OIL CHANGE DUE	168:35	168:35		
CURR. CLEANING DUE	143:35	143:35		
AIRCRAFT	HOURS TO DATE		1130:55	
	HOURS TODAY		4:40	
	TOTAL		1135:35	

TOTAL FLIGHT TIME	ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA
1135:35	(1) 41-20847 ENGINE SERIAL NO. P-680-15 ENGINE MODEL	41-7085 AIRCRAFT SERIAL NO. A5-10 M AIRCRAFT MODEL COMPONENT	107024 SQUADRON NO. AND TYPE F. 1115 GROUP NO. AND TYPE 30th Flg COMMAND. CONT. AREA OR DEPT. AIR FORCE
	(2) 42-169747 ENGINE SERIAL NO.		
	(3) _____ ENGINE SERIAL NO.		
	(4) _____ ENGINE SERIAL NO.		
			S/Sgt. Robbins CHECKER OR ACTUAL ENGINEER
			FAAF STATION
			1-30-44 DATE

Lt. Lightfoot's Statement.

When Lt. Gerriets and I took off he was talking to me about flying this and that and the other plane, telling me he wanted to be out in combat. He didn't like to instruct here or any other school. He seemed to like the school very much, including the personnel, but his only gripe was instructing cadets. He was waiting until he had a year and 1000 hours, then he was going to apply for combat. I told him that most of the others wanted to be out, too.

He made a wonderful take-off and his flying was all above average. All of his instrument work was good. We took the hood down after flying about an hour and he tried to put the airplane in a steep bank and pull out sharply. I wouldn't let him do it, explaining to him various things we were trying to put over to cadets. I told him how I had put the plane in steep banks but that it wasn't the best policy and he shouldn't do it.

He was an above average pilot, very smooth on instruments, staying within all the limits. As far as I can say, he knew the limitations of the aircraft, had flown it enough to know what the aircraft was like.

In training, students recover from unusual positions, I don't think any instructor would let the airplane get above 180 on purpose. Once in a while it may happen, but not very often. All know an AT-10 will come apart and are very conscientious about it. They don't exceed the red line too much, if ever.

Berl E. Lightfoot
BERL E. LIGHTFOOT,
1st Lt., Air Corps,
ASN 0-793131.

Statement of W/S Whitney.

30 January 1944.

We were a little northwest of Columbus. We were on team instruments, practicing time turns. At the time my attention was brought to this plane, we were heading in about a southerly direction. Capt. Klenke called my attention to this plane. He said, "I believe he is going to do a loop". He didn't. He was in a steep angle but he leveled out.

We made some more turns and again, several minutes later, we were heading just about the same direction and he brought my attention again to the plane and it was spinning down. It was spinning towards the ground with the wing off. I didn't see it hit the ground. My co-pilot said he saw it hit the ground. I was flying the plane and didn't see it.

We were flying at about 2500 feet. When I first saw him, he was about 500 feet above us. This was between 2:00 and 2:15. I didn't see any other snips in the immediate vicinity at the time.

I couldn't say exactly how long it was between the time I saw the plane dive and when we saw it spin. It was a matter of a few minutes. We saw a piece of a wing coming down, thought at first it was a parachute. It was giddy off when I saw it. By looking at the snip spinning, we could definitely determine that part of the wing was off. It looked like it was off close to the engine nacelle. The wing seemed to be all in one piece. I didn't notice the tips of the wings at all.

I couldn't say for sure that this was the same snip that I had seen a couple of minutes before. It was approximately in the same position, only a little closer. We were heading in the same direction when we saw the second snip. As soon as the snip spun down, we started down toward the ground about 2000 feet and circled the wreckage on the ground. Capt. Klenke called in to Wiesboro.

Harold E. Whitney
Harold E. Whitney,
W/S, Air Corps,
No. 11016078.

Statement of A/S Klenke.

30 January 1944.

I was the co-pilot. The first thing we noticed was that the plane, but I couldn't swear this was the same plane, was in a dive. I said to my pilot, "Watch him, I believe he is going to go a loop". He didn't, though; he pulled out and leveled off.

We were making time turns and sometime later, it wasn't very long afterwards, I noticed a plane spinning down. I nudged the pilot and told him to look at the plane spinning in. The wing was off. I could see the plane but the pilot couldn't, as it hit the ground; there was a little white puff. Then we looked for parachutes. I thought I saw one. By that time I was calling Roger-Queen but couldn't get them so I called Walesboro. Several planes came and then they said all team instrument ships should get out.

We were flying at about 2500 feet when I first saw him. The overcast had pushed us down. I would estimate the other ship to have been at approximately 3000. When I saw that ship spinning, it was about 2500 feet high. I didn't see any other ships in the immediate vicinity or any near the one that was diving. This ship was about half a mile away from us when it went past us.

Edward L. Klenke
Edward L. Klenke,
A/S, Air Corps,
ASN 34039583.

When I first saw the plane it was spinning round and round and coming straight down with motors pointed toward the ground. When it hit the ground there was a thud and a puff of blue smoke came up. There were pieces floated through the air as it was coming down.

1/c' Earl Sprague
Columbus, Ind.
R.R. #3

A TRUE COPY:

Robert J. DuChaine
ROBERT J. DU CHAINE,
Captain, Air Corps,
Operations Officer.

What attracted my attention was the motor roaring. I looked up and saw
what looked like paper flying at the side of the plane and here it came
down nose first in a spin. /s/ Jack Huffman. Columbus, Ind. R. R. 2.

A TRUE COPY:

Robert J. DuChaine
ROBERT J. DU CHAINE,
Captain, Air Corps,
Operations Officer.

Edward P. White
CHIEF OF STAFF

WAR DEPARTMENT
366th Sub Depot
Seymour, Indiana

93-24 JES/eb

31 January 1944

SUBJECT: Aircraft Accident Report.

TO: Operations Officer, Freeman Field, Seymour, Indiana

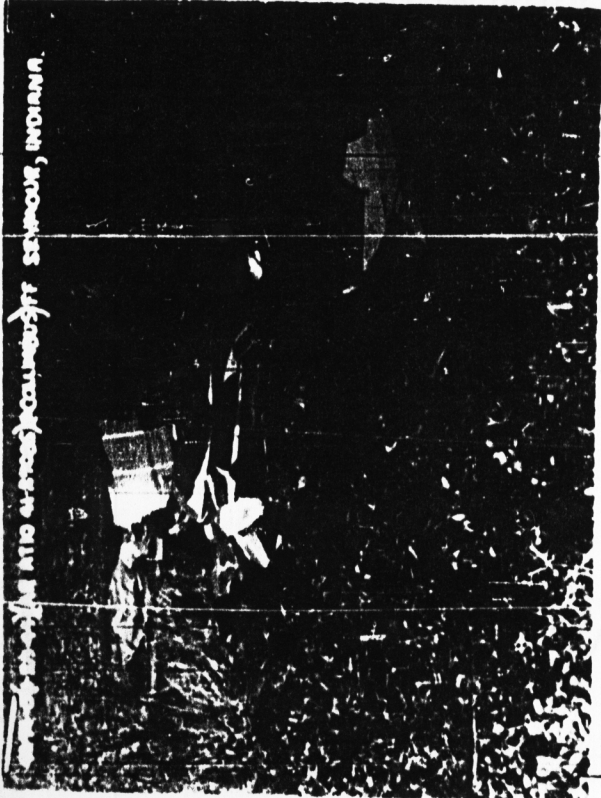
1. Aircraft AT-102H, Army Air Forces serial number 41-27085 damaged in accident on 29 January 1944, was found to have the following damage.

Airplane	100%
Radio Equipment	100%
Engines	100%
Propeller Assemblies	100%
Instruments	100%
Furnishings	100%

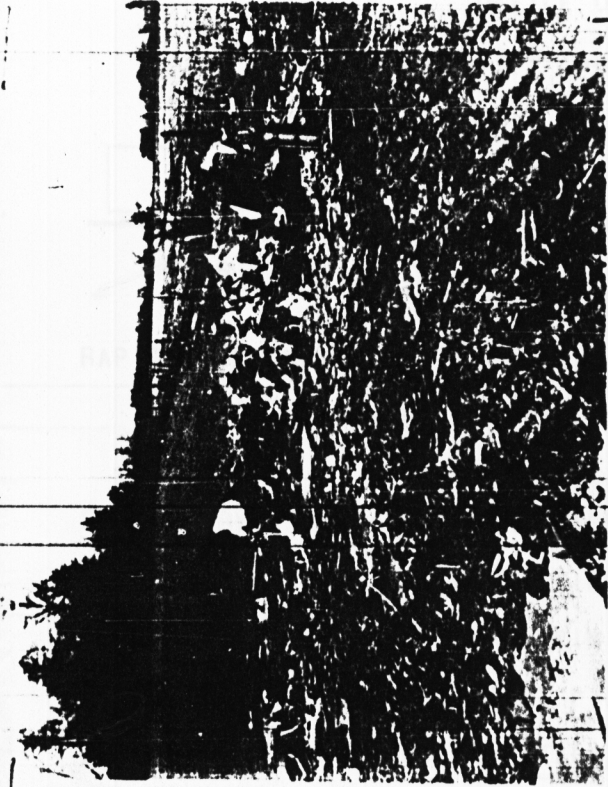
Disposition: Airplane Surveyed.

Edward P. White

EDWARD P. WHITE
Major, Air Corps
Maintenance Officer.



4574-4 (20-11) (A) ATTO 41-5705 (C) COLUMBUS (FF) SEYMOUR, INDIANA



4574-4 (20-11) (A) ATTO 41-5705 (C) COLUMBUS (FF) SEYMOUR, INDIANA

4574-4 (20-11) (A) ATTO 41-5705 (C) COLUMBUS (FF) SEYMOUR, INDIANA

INCOMING MESSAGE

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

FOR ACTION AU
FOR INFO DEC MGMT
FOR FILE

DATE 30 JAN. 1944.

T.W.X.

XX.

TELEGRAM

ADM NET

543

WU26 91/90 GOVT

FREEMAN FIELD IND 29 752P..

44-1-29-6

1/2

RAPID COMMANDING OFFICER

OFFICE OF FLYING SAFETY AAF WINSTONSALEM. NCAR..

29 JANUARY 1944 1410 CWT 5 MILES EAST OF COLUMBUS IND STOP GERRIETS
JOHN A 2ND LT AUS EASTERN FLYING TRAINING COMMAND FREEMAN FIELD SEYMOUR
INDIANA STOP UNINTENTIONAL SPIN INTO GROUND RIGHT WING COLLAPSED STOP
PILOT FATAL INJURY STUDENT PILOT JUDSON CLIFFORD H A/CAVU EASTERN
FLYING TRAINING COMMAND FATAL INJURY STOP INSTRUMENT FLYING STOP CEILING
UNLIMITED VISIBILITY UNLIMITED STOP 41-27085 TWIN ENGINE TRAINER AT-10

STOP FREEMAN FIELD SEYMOUR INDIANA STOP COMPLETE WRECK STOP YES RIGHT WING
COLLAPSED DUE TO EXCESSIVE STRAIN STOP SUB DEPOT STOP MINOR STOP YES END.

30
31
1/41
4

RUNDQUIST..

Aircraft 5
55
55

date 04-10-73
04-27-39

#11.

PS..

44-1-29-6

20 JAN. 1944.

XX.

WU26 91/90 GOVT

FREEMAN FIELD IND 29 752P..

RAPID COMMANDING OFFICER

OFFICE OF FLYING SAFETY AAF WINSTONSALEM NCAR..

29 JANUARY 1944 1410 CWT 5 MILES EAST OF COLUMBUS IND STOP GERRIETS
JOHN A 2ND LT AUS EASTERN FLYING TRAINING COMMAND FREEMAN FIELD SEYMOUR
INDIANA STOP UNINTENTIONAL SPIN INTO GROUND RIGHT WING COLLAPSED STOP
PILOT FATAL INJURY STUDENT PILOT JUDSON CLIFFORD H A/CAVU EASTERN
FLYING TRAINING COMMAND FATAL INJURY STOP-INSTRUMENT FLYING STOP CEILING
UNLIMITED VISIBILITY UNLIMITED STOP 41-27085 TWIN ENGINE TRAINER AT-10
STOP FREEMAN FIELD SEYMOUR INDIANA STOP COMPLETE WRECK STOP YES RIGHT WING
COLLAPSED DUE TO EXCESSIVE STRAIN STOP SUB DEPOT STOP MINOR STOP YES E

RUNDQUIST..

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION ATU

OFFICE OF FLYING SAFETY

FOR INFO 0-S

WINSTON-SALEM, NORTH CAROLINA

FOR FILE _____

DATE 3 FEB 1944

T.W.X.

TELEGRAM

ADM NET

WSAL 361 V ARL 234 NR 14

FROM ESTES FLYING SAFETY WASHINGTON D C 031741 Z

TO CHIEF FLYING SAFETY WINSTON SALEM N C

BRIEF OF AIRCRAFT ACCIDENT NO. 3424

A 29 JAN 44 - 1410 CWT

B EAST OF COLUMBUS, INDIANA

C 2ND LT JOHN A GERRIETS, AUS

D EFTC, FREEMAN FLD, SEYMOUR, INDIANA

E SPIN

F

G PILOT AND STUDENT PILOT A/C CLIFFORD H JUDSON - BOTH FATAL

H INSTRUMENT

I CAVU

J AT-10 41-27085 EFTC, FREEMAN FLD, SEYMOUR, INDIANA

K COMPLETE WRECK

L

M RIGHT WING COLLAPSED DUE TO EXCESSIVE STRAIN DURING UNINTENTIONAL SPIN

N TELETYPE

1800 Z

#88/ 1805 Z/ ECF

1-29-44
B/2

W O M E S S A G E

ARMY AIR FORCES

FOR ACTION A I U

OFF. S FLYING SAFETY

FOR INFO O S

WINSTON-SALEM, NORTH CAROLINA

FOR FILE _____

DATE 31 JAN 44

X

T.W.X.

TELEGRAM

ADM NET

SAL 361 V ARL 234 NR 7
FROM ESTES FLYING SAFETY WASHINGTON D C 311859Z
TO CHIEF FLYING SAFETY WINSTON SALEM NC

BRIEF OF AIRCRAFT ACCIDENT NO 3298

- A 29 JAN 44 1100Z
- B GORHAM, ONE MILE EAST, NINE MILES NORTH. WALKER AAF, KANSAS
- C CAPT RAYMOND K CHILDRESS
- D 2 AF, 462 BOMB GP, 700 BOMB SQ, WALKER AAF, KANSAS
- E
- F
- G PILOT MINOR INJURY. NINE MEN ABOARD NO INJURY
- H ROUTINE COMBAT TRAINING
- I OVERCAST SKY, CEILING 9000 FT WIND 10 MPH
- J B-29 41-36967 2 AF, 462 BOMB GP, WALKER AAF, KANSAS
- K MAJOR DAMAGE
- L
- M MATERIEL FILUARE IMPROBABLE. PLANE RAN OUT OF GAS
- N TEELTYEP

NO 83

1949Z RLG

1-29-2

677

WAR DEPARTMENT
U. S. ARMY AIR FORCES

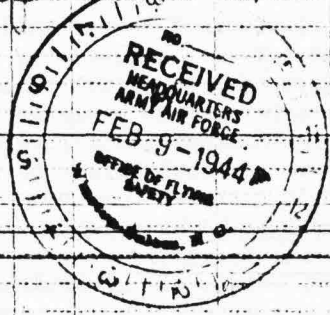
130 94
Lubio
44-1-29-6
4

REPORT OF AIRCRAFT ACCIDENT

(1) Place 5 mi. East of Columbus, Indiana. (2) Date 29 January 1944 (3) Time 1910Z
 (4) Type and model AT-10 BE (5) A. F. No. 41-27085 (6) Station Freeman Field
 Organization: (7) AAFETTC (8) 30th Wing (9) 1079th TFFT Squadron
 (Command and Air Force) (Group) (Squadron)

EFT PERSONNEL AFT 5173

DET	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)
30 S	Gerriets, John	P	0-802678	2nd Lt.	601	A.C.	AAFETTC	Fatal	No
3 SD	Judson, C. H., Jr.	P	11103798	A/C	62	A.C.	AAFETTC	Fatal	No



af/c 1

BOOK CHAPTER WING ACCIDENT

(20) Gerriets, John A. (21) 0-802678 (22) 2nd Lt. (23) 18 (24) A.C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) AAFETTC (26) 30th Wing (27) 1079th TFFT Squadron (28) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFETTC (30) 30th Wing (31) 1079th TFFT Sqdn. (32) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 5-28-43 Present rating (35) P (36) 5-28-43 Instrument rating (37) 9-21-43
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
 (18) This type 555:45 (42) Instrument time last 6 months 59:35
 (19) This model 555:45 (43) Instrument time last 30 days 6:05
 (10) Last 90 days 282:45 (44) Night time last 6 months 58:40
 (11) Total 688:45 (45) Night time last 30 days 13:05

AIRCRAFT DAMAGE NP

2-11-44

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft	See attached statement.
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident High scattered clouds, visibility unlimited, ceiling unlimited, wind WNW 12 mph.
 (51) Was the pilot flying on instruments at the time of accident? No
 (52) Cleared from Freeman Field (53) To Local 5173 (54) Kind of clearance Contact
 (55) Pilot's mission Local Instrument 60
 (56) Nature of accident Collision with object other than aircraft, i.e., ground.
 (57) Cause of accident Structural failure of right wing due to excessive strain resulting in a fatal spin.
 (58) Has Form #54 been submitted? No.

52
PJA
5-6-44

DESCRIPTION OF ACCIDENT

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

2nd Lt. Gerriets, J. A., Instructor, and A/C Judson, C. H., Jr., Student Pilot, were on a local instrument flight in AT-10 A.F. No. 41-27085 from Freeman Field on 29 January 1944.

The ship Lt. Gerriets was pilot of was first observed by two Cadets flying at 2500 feet in the same locality, spinning towards the ground with the right wing gone. About a minute previous to observing the airplane crashing the same Cadets saw an airplane that they believed to be the one that later crashed diving at a steep angle then leveling off under control. These same two Cadets approximately a minute later observed what they believed to be the same airplane spinning past them.

Upon examining the airplane it was found to be a complete wreck; injuries to both pilot and co-pilot proved fatal. The wreckage of the airplane was examined and it was found that the major portion of the right wing was missing. Upon further investigation the major portions of this wing were found scattered over the area downwind from the scene of the accident. A section of the wing tip was found approximately a quarter of a mile from the wreckage.

It is the opinion of the Aircraft Accident Committee that the cause of the accident was due to structural failure of the right wing causing a fatal spin. It is believed that Lt. Gerriets was giving the Cadet instructions in unusual positions and excessive strain was put on the airplane in attempting to recover, resulting in the right wing collapsing.

Upon examining the Cadet's grade slips it was found that he was below Average in altitude control and recovery from unusual positions.

All pilots of this station will be instructed to know the limits of the AT-10 type airplane and to stay well within them. Instrument Instructors will be further cautioned to avoid allowing their students to exceed these limits before taking over the control of the airplane.

10 Incls:

- #1 - Statement of Instrument Instructor.
- #2 - Eye Witness Statements (4).
- #3 - Aircraft damage report.
- #4 - Form 1.
- #5 - Form 1A.
- #6 - Photographs (5).

AIRCRAFT ACCIDENT COMMITTEE:

William B. Poe

WILLIAM B. POE,
Major, Air Corps.

Glenn L. Chamberlain

GLENN L. CHAMBERLAIN,
Captain, Air Corps.

Robert J. DuChaine

ROBERT J. DU CHAINE,

..... Captain, Air Corps.

..... Aircraft Accident Officer.

1 February 1944.

Accident No. 44-1-29-6

Date

Checked by

E.S.

2-10

Analyzed by

[Signature]

2-11-44

Copied for Wright

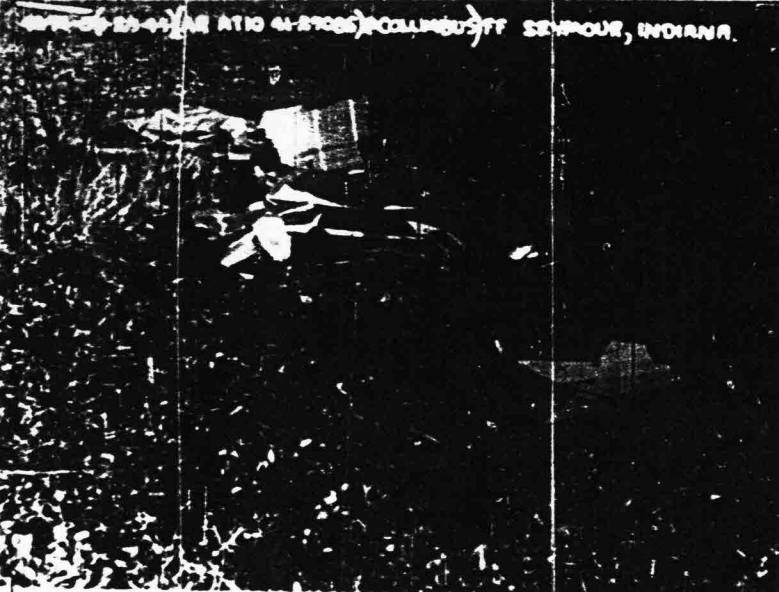
Field by

Notes

~~[Handwritten notes, mostly illegible]~~

1225:9-48

REF ID: A627006 (COLLUSION) FT SEYMOUR, INDIANA.







(1-2)

EMPOLETT

1954

4674-2(1-29-44) (AR-ATTO IN-27085 @ COLUMBUS) FF SEYMOUR, INDIANA

