

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

SILVER, ABRAHAM-R.

C-47

45-5-9-504

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. 45-59-504

Date 5-26

Checked by [Signature]

Analyzed by [Signature] 5-76

Copied for Wright
Field by _____

Notes _____

52284-450FS

5-19

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

45-5-9-504

19 4

(1) Place A-38 (2) Date 9 May 1945 (3) Time 0804
 AIRCRAFT: (4) Type and model C-47B-2 (5) A. F. No. 43-46830 (6) Station A-38
 Organization: (7) IX TCC (8) 441st TCG (9) 302nd TCG
 (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)
1	Silver, Abraham R.	P	O-775161	2nd Lt.	1B	AUS-AC	IX TCC	Minor	None
2	OP Smith, Robert E.	P	O-2060178	2nd Lt.	1B	AUS-AC	IX TCC	Minor	None
3	RO Nisnoff, Arthur H.	RO	18095651	Cpl.	38	AF	IX TCC	None	None
4	CS Sember, Chester R.	C3	32673604	S/Sgt.	38	RAF	IX TCC	Minor	None
5	N Cannon, Ruth (NMI)	N	H-771654	1st Lt.	1B	AUS-AC		Minor	None

PROCESSED ON FILE ACCORDING

(20) Silver Abraham R. (21) O-775161 (22) 2nd Lt. (23) 1B (24) AUS-AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) IX TCC (26) 441st TCG (27) 302nd TCG (28) A-38
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) None (30) None (31) None (32) None
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 4/15/44 Present rating (35) Pilot (36) 4/15/44 Instrument rating (37) 10/25/44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 128:05 (42) Instrument time last 6 months 2
 (39) This model 26:45 (43) Instrument time last 30 days
 (40) Last 90 days 35:10 (44) Night time last 6 months
 (41) Total 188:00 (45) Night time last 30 days

TO-1 OR FIRE AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W/F</u>	
(47) Engine(s) <u>W/F</u>	
(48) Propeller(s) <u>W/F</u>	

(50) Weather at the time of accident Visibility 3 to 8 miles with haze, 8/10 high cld, winds easterly 4 to 7 M.P.H.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from A-38 (53) To R-38 (54) Kind of clearance Contact

(55) Pilot's mission Ferry Gasoline. A

(56) Nature of accident take-off accident. 2M

(57) Cause of accident Pilot error. Contributing factors: faulty runways, propwash, unfavorable winds. 82
84

(58) Has Form 54 been submitted? No.

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

(1) Place IX TCC (2) Date 9 May 1945 (3) Time 0804
 AIRCRAFT: (4) Type and model C-47B-2 (5) A. F. No. 43-48830 (6) Station IX TCC
 Organization: (7) IX TCC (8) 441st TFC (9) 308th SQ

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)
1	Silver, Abraham R.	P	O-775161	2nd Lt.	18	AUS-AC	IX TCC	Minor	None
2	GP Smith, Robert E.	P	O-2060178	2nd Lt.	18	AUS-AC	IX TCC	Minor	None
3	RO Nisnoff, Arthur H.	RO	15095651	Cpl.	38	AF	IX TCC	None	None
4	CS Sember, Chester R.	C3	32676604	S/Sgt.	38	AF	IX TCC	Minor	None
5	N Cannon, Ruth (NMI)	N	W-771654	1st Lt.	18	AUS-NC		Minor	None

PERSONNEL CHECK SHEET

(20) silver Abraham R. (21) O-775161 (22) 2nd Lt. (23) 18 (24) AUS-AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class)
 Assigned (25) IX TCC (26) 441st TFC (27) 308th SQ (28) IX TCC
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) None (30) None (31) None (32) None
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 4/15/44 Present rating (35) Pilot (36) 4/15/44 Instrument rating (37) 10/28/44
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 128:05 (47) Instrument time last 6 months 2
 (39) This model 26:45 (48) Instrument time last 30 days
 (40) Last 90 days 35:10 (44) Night time last 6 months
 (41) Total 189:00 (45) Night time last 30 days

TO-1 OR- FIRE AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 4</u>	
(47) Engine(s) <u>W 4</u>	
(48) Propeller(s) <u>W 4</u>	

(50) Weather at the time of accident Visibility 8 to 8 miles with haze, 8/10 high cld, winds easterly 4 to 7 M.P.H.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from ANB (53) To R-66 (54) Kind of clearance Contact

(55) Pilot's mission Ferry Gasoline. A

(56) Nature of accident take-off accident.

(57) Cause of accident Pilot error. Contributing factors: faulty runways, propwash, unfavorable winds.

(58) Has form 54 been submitted No.

DESCRIPTION OF ACCIDENT

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

NARRATIVE OF ACCIDENT: During the morning of 9 May 1945, the 302nd Troop Carrier Squadron of the 441st Troop Carrier Group was scheduled to take a fifteen (15) ship formation out of air strip A-96 to ferry gasoline to B-66. Ship No. 43-48890 was number 13 off. The first twelve (12) ships accomplished the take-off successfully. The 13th ship started take-off, gained flying speed at a point approximately 2500 feet from the end of the runway and became airborne off the top of a rise in the runway. Pilot states his airspeed indicator registered between 87 and 90 M.P.H. at this point. Aircraft was very near the left edge of runway because either the left gear or propellor knocked the top off a runway marker four (4) feet from the edge of the strip shortly after take-off. Gear was retracted and at the same time propwash was encountered forcing the left wing down. Wing was not brought up and struck the ground causing ship to turn and crash. Aircraft turned approximately 135° before coming to rest and caught fire immediately. Fire could not be extinguished by fire fighting crew and aircraft was completely destroyed.

STATEMENT OF RESPONSIBILITY: It is the opinion of the investigating committee that pilot error was the major cause of the accident. The plane did not follow a true course down the runway and did not have enough flying speed to remain airborne in propwash. The gear was in the process of being retracted. However, the runway has a definite hump at approximately the point that loaded C-47 type aircraft normally become airborne, the runway definitely slopes to the left and the pilot had a slight crosswind from the right. It is felt that these factors did contribute to the accident in a minor degree but all other planes of this squadron took off under the same conditions without mishap.

RECOMMENDATIONS: Recommend that whenever possible aircraft of this type and size be prohibited from operating loaded out of fields with uneven runways. If this is impossible recommend that lighter loads be carried.

Aircraft Accident Committee:

Pilot - President

Richard D. Budrow
RICHARD D. BUDROW
Major, Air Corps

Flight Surgeon (ex-officio)

Anthony V. Susca
ANTHONY V. SUSCA
Capt., Medical Corps

Pilot Member

Richard G. Mason
RICHARD G. MASON
Major, Air Corps,

Intelligence Officer (ex-officio)

William H. Mann
WILLIAM H. MANN
Capt., Air Corps (Investigating Officer)

Pilot Member

Ray W. Stanton
RAY W. STANTON
Lt. Col., Air Corps

Signature

Inlosures:

- Incl 1 - Diagram of Accident
- Incl 2 - Statement of Pilot

- Incl 3 - Statement of Tower Operator
- Incl 4 - Statement of Witness; Major Richard G. Mason
- Incl 5 - Statement of Witness; Captain Robert A. Schneide

Date 11 May 1945

STATEMENT OF PILOT OF AIRCRAFT 43-48880:

I Abraham R. Silver, O-775161, 2nd Lt., pilot of 43-48880, during the accident occurring on 9 May 1945, at 0804, have the following statement to make: I used 47 in. for take off but had difficulty maintaining directional control of ship pulling up the rise in runway. The ship lifted off the runway at the crest of the rise, indicated airspeed 87-90 MPH. The left wheel was on the left edge of the runway when the ship left the ground. Believing that I had sufficient airspeed to remain airborne I immediately had the gear raised. After becoming airborne I encountered propwash that forced the left wing down. The rudder and aileron controls did not respond. I nosed the ship down for recovery but was too low for full recovery and the left wing tip dragged the ground pulling the ship down.

Abraham R Silver

ABRAHAM R. SILVER,
2nd Lt., Air Corps,
Pilot.

STATEMENT OF TOWER OPERATOR ON DUTY DURING THE ACCIDENT INVOLVING AIRCRAFT
43-48880 AT A-98 @ May 1945:

0745 - Physic B Baker asked for taxi instructions, given for runway 02.

0751 Physic B Baker cleared to take runway for take off.

0758 Physic V 43-48880 third plane from last to take off, got on the dirt of the left hand side of runway, knocked down one marker and when even with tower tried to take off causing the plane to stall out hitting on its left wing and crashing. The right engine caught fire immediately and soon spread. Fire fighters and ambulance were at the scene immediately but the fire was too much and they were advised by Major Mason to leave. Of the 5 aboard all got out with only slight injuries.

0759 - The ship in take off position was told to hold his place, but Major Ullmann called up over the RT and asked for them to be cleared, with whose request the tower cleared the two remaining ships.

0805 Liquor C Charlie called in to take runway was told by tower to hold position. Capt. Dean gave instructions that they cut their engines and get away from the planes until he gave them the word to go back.

0830- Called Capt. Pufhal at A-90 and told him of the crash, and he was to notify group operations.

0905 - Base Operations called and told us to hold up 301st formation until 0930, as the field was closed until then.

Armour L. Gentry

ARMOUR L. GENTRY 14121923
Cpl. Air Corps
Tower Operator.

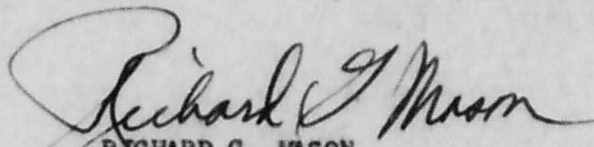
STATEMENT OF WITNESS TO ACCIDENT INVOLVING AIRCRAFT 43-48880:

At 0804 hours, 9 May 1945 I was sitting in a jeep by the control tower at A-98. A formation of fifteen ships was taking off to the NE (20°). There was a slight cross-wind from the east.

The runway (PSP construction-5000ft. long) is uneven with a steady rise for 2500 ft. then it drops quickly for approximately 1000 ft. and rises to the end. Over the crest of the rise and for about 1000 ft. beyond, the runway slants to the left.

Number thirteen aircraft of the formation (loaded with 700 gals. of gas-6160 Lbs. became airborne at the crest of the rise. It was on the left side of the strip and immediately after leaving the ground knocked the top off a runway marker (3 ft. high - 4 ft. from the edge of the PSP).

The pilot held the ship in the air and appeared to have flying speed. As the gear was being retracted the aircraft encountered propwash which threw the left wing down and apparently reduced the airspeed. It banked to the left in an uncontrollable fashion, leaving the runway about 3000 ft down. It lost altitude until the left wingtip dragged the ground, turning the ship and causing it to crash land facing 135° from the runway heading and about 50 yds from the runway. The ship immediately started to burn but all five crew members were able to get out with only minor injuries. The ship continued to burn despite efforts of the fire fighter crew and was a total loss.


RICHARD G. MASON
Major, Air Corps
Witness.

STATEMENT OF WITNESS OF AIRCRAFT ACCIDENT 43-48880:

Eyewitness account of undersigned Flight Surgeon: Slight elevation in airstrip caused plane to be prematurely airborne before sufficient airspeed was attained. Plane wavered, went into stall and left wing hung at 60 degrees, struck the ground and swung the plane about 180 degrees and crashed. Engines burned immediately. Four crew members escaped from forward escape hatch and one (RO) made his exit through the compartment escape door. Flight nurse was seated behind the co-pilot, engineer was standing behind pilot and the radio operator was in his compartment. Pilot and co-pilot's safety belts were fastened. Cargo was 700 gallons of 80 octane gasoline which ignited just after plane crashed.

Robert A. Schneider
ROBERT A. SCHNEIDER,
Capt., M. C.,
Squadron Surgeon.

ALG 98

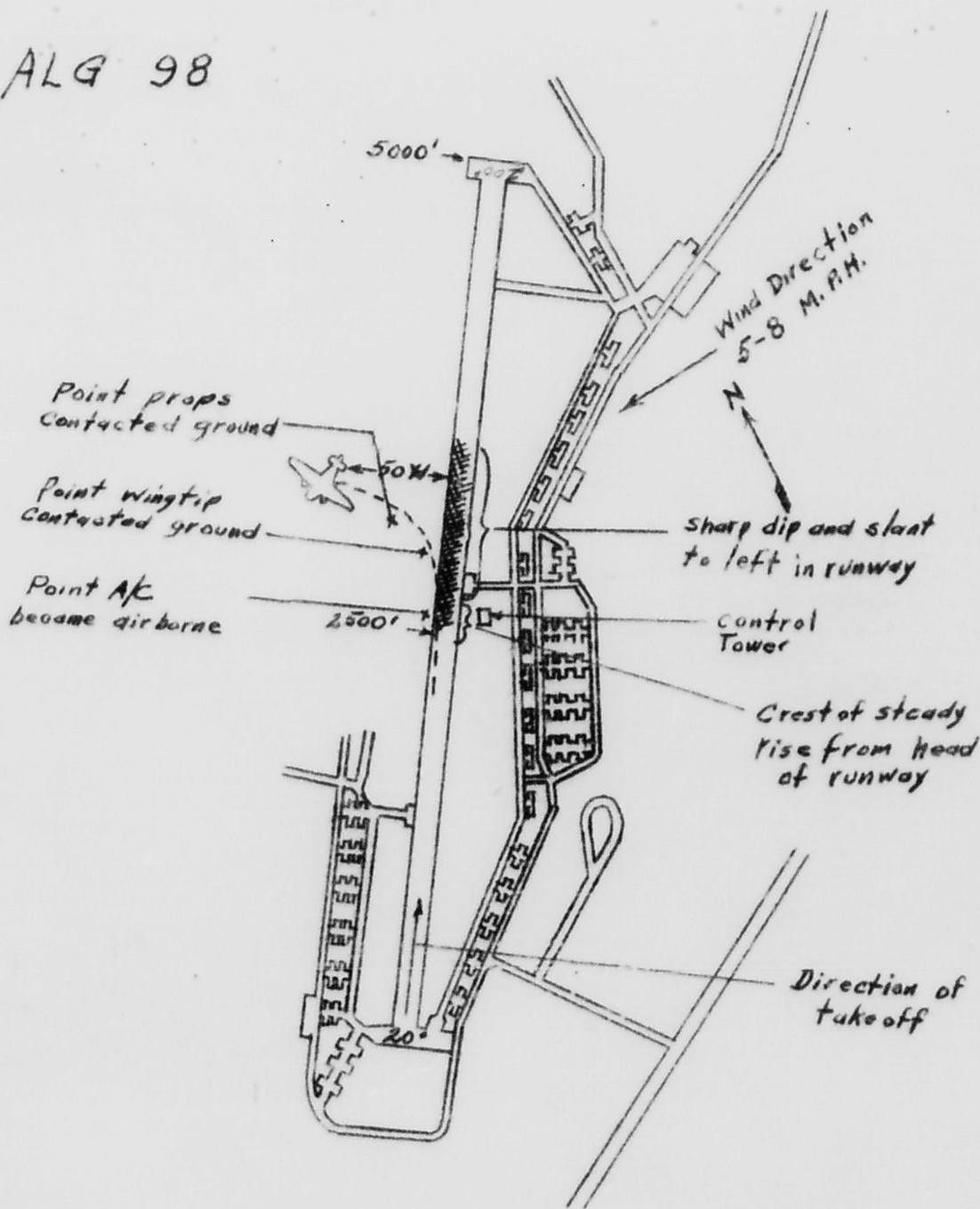


Diagram of accident involving aircraft # 43-48880
at A-98, 0804 hours, 9 May 1945

441 ST T.C. GROUP.

441 S-3

H E A D Q U A R T E R S
441ST TROOP CARRIER GROUP

acc/ABW

APO 133, U. S. Army.
13 May 1945.

SUBJECT: Transmittal Of Aircraft Accident Report.

TO : Commanding General AAF, Winston-Salem, 1 North Carolina.
Attn: Chief of Flying Safety.

1. Transmitted herewith is Accident Report on C-47B aircraft 43-48880, with attached statements from pilot, control tower operator, witnesses, and diagram of accident.

For the Group Commander:

Incls:
Incl 1 - Original Copy Form # 14.

William E. Dyer, Maj. R.
ALDEN B. WURTSBAUGH,
Capt., Air Corps,
Adjutant.