

TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

(1) The Accident Classification Committee of Lakeland Army Air Base #2 met on 17 August, 1942 and determined the following: Drane Field, Lakeland, Florida

(2) Place, date, and time of accident: Drane Field, 10 August, 1942, 0935

(3) Aircraft station: Drane Field, Org. 442 Bomb Sqdn.

(4) Aircraft model: B-26B, A. C. No. 41-17579

(5) Date accepted from contractor: _____

(6) Total hours: 80:15 Hours since overhaul: New

(7) Engine model: R-2800-5

(8) Engine A. C. No.: _____

(9) L. O.: L. I. 41-17053 R. I. 41-3714 R. O.: _____

(10) Total engine hours: _____

(11) L. O.: L. I. 80:15 R. I. 80:15 R. O.: _____

(12) Engine hours since overhaul: _____

(13) L. O.: L. I. New R. I. New R. O.: _____

(14) Purpose of flight: Transition 7.2

(15) Took off from: Drane Field Time: 0935

(16) Weather at time of accident: (If weather was a causal factor attach copies of weather report and forecast for the flight.)
CAVU

(17) Original pilot rating and date: 5/21/41 (1) AT-9, (2) AT-6A, B-25C&D

(18) Total pilot hours: 335:15 Hours on this model: 89:10

(19) Hours per month last 3 months: (1) 30:35 (2) 29:05 (3) 70:35

(20) Models flown last 3 months: (1) B-25C&D, B-26B (2) B-26B

(21) Secure from Flight Surgeon, if pilot error is a causal factor: Yes or No. If "Yes", attach complete statement of the condition and its bearing upon the accident.

(22) Damage to private property: Yes or No. If "Yes", attach A. C. Form No. 11, "Damage to property certificate."

RESULTS TO PERSONNEL

DUTY	Name, rank, and Army station, reg. Regular Army, Non. ext., Res. Inact., etc.	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS:				Used parachute
		A	B	C	D	
		Major injury	Minor injury	No injury		
01-1	2nd Lt. Bobby M. Rodgers	01		1-X		
04-OP	2nd Lt. Roy R. Woods	01		1-X		
62-1	Pvt. Frank E. Boss	20		1-X		
62-2	Corp. John D. Duffy	20		1-X		
71-1	Corp. William J. Town	22		1-X		

PER-SONNEL ERROR	CAUSES

AUG 24 11 22 AM

OFF FLYING SAFETY

DAMAGE TO AIRCRAFT (Less power plant)

A—Collisions in full flight with other aircraft,

B—Collisions in full flight with objects other than aircraft,

C—Spins or stalls following engine failure,

D—Spins or stalls without engine failure,

E (1)—Emergency forced landings,

E (2)—Deferred forced landings,

F—Landing accidents, NG 5 N ON

G—Take-off accidents, 01 56 19 X

H—Taxiing accidents,

I (1)—Fires in the air,

I (2)—Fires on the ground,

N—Structural failure,

X—Miscellaneous,

Y—Undetermined,

RESTRICTED

(28) PILOT'S STATEMENT (state how the accident occurred, giving all details as to conditions, causes, and influencing factors):

Attached hereto

RESTRICTED

Signature

Pilot

(29) STATEMENT OF ACCIDENT CLASSIFICATION COMMITTEE (give complete causal statement, amplifying the pilot's statement where necessary to explain the causes):

No additional remarks to those of Pilot. The left engine failed on take-off after aircraft was about thirty feet in the air. Cause of engine failure unknown. Pilot made belly landing and airplane immediately caught fire.

(30) RECOMMENDATIONS:

Each member of the Committee has read and understands A. C. Circular No. 15-14, A. R. 93-120, and N. A. C. A. Report No. 576.

The above statement and recommendations, and the classification and analysis shown on the reverse hereof, are the consensus of opinion of this Committee.

Signed

Stanford W. Gregory

STANFORD W. GREGORY, Major, Air Corps, Group Executive

Signed

Craig E. Whiting

CRAIG E. WHITING, Captain, Air Corps, Gp. Officer

Signed

Jack A. Sids

JACK A. SIDS, 1st Lt., Air Corps, Flight Commander

(31) REMARKS AND RECOMMENDATIONS (accomplish only if this report is initiated at other than the home station):

Station Date Signature

(32) REMARKS AND RECOMMENDATIONS:

ENCLOSURES (line out those not applicable):

Airplane (Airship) Flight Report

Unsatisfactory Report

Photographs

Certificates of principal witnesses

List of damaged parts

Newspaper clippings

Damage to property certificate, A. C. Form 17

Station

Date

Signature

Commanding

RESTRICTED

U. S. GOVERNMENT PRINTING OFFICE

Lakeland Army Airport #2
August 10, 1942

Statement of 2nd Lt. Bobby M. Rodgers, ASN O-725640, Pilot on B-26B
Airplane 41-17679;

Arrived at flying line at approximately 0730. Made usual and complete inspection and ground checks on airplane before starting engines, then taxied out to take-off position at runway #13. Made complete run-up checks on each engine, testing decrease-increase RPM switches and magnetos at 1550 RPM, propellor control quadrants and magnetos at 2100 RPM. I then ran each engine up to 45 inches of mercury manifold pressure and checked RPM reading. Each engine turned up 2525 RPM at this setting with governor controls clear forward. I then ran both engines up together to check the generator readings. The engineer gave a report of 28.5 Volts and 20 Amps on each generator at 1900 RPM. The battery switches were on at all times while running up the engines. I then put down $\frac{1}{2}$ flaps, turned booster pumps on and had the engineer close and lock the top hatch. After making a double check on the flaps, generators on, batteries on, mixture auto-rich, propellers in automatic, trim tabs set at 0 aileron, 2 degrees right rudder, and 3 degrees tail heavy elevator, gear lock off, and control movement free, I received clearance for take-off from the tower. After making sure that all windows and hatches were locked and checking once more to see that my battery switches were on and my flaps were at $\frac{1}{2}$, I taxied out on runway and proceeded to make take-off run. At first the left engine would not take the throttle properly and I had to hold a little right rudder to hold the plane straight with the runway, but as I pushed the throttles forward and gained speed both engines seemed, by all indications, to be putting out the proper amount of power. I checked the RPM, Manifold Pressure, Fuel Pressure, and Oil Pressure as we continued about half-way down the runway and all gauges were acting normally. The airplane flew straight and climbed normally, as we left the runway, about three quarters the length of the runway.

I gave the signal to the co-pilot to raise gear immediately, and made sure the flap control handle was not knocked into the "up" position. Immediately thereafter the airplane yawed to the left and the left wing went down. Our lift was lost and we seemed to be mushing down in a turn to the left. I held all the right rudder and aileron I could, but couldn't hold it straight so I cut the right throttle back and the left throttle almost clear back. We came down fast and hit the ground with nose level and left wing slightly low. The ship spun around to the left a little past a 180 degree turn and came to a stop. The pilot's top hatch was shattered and the crew escaped through it. The co-pilot unfastened his belt and parachute and climbed out through the hatch. I reached for the main-line switch and cut it off as I crawled out. The left engine and main tank was burning when I climbed out. We all called for the remainder of the crew and found that all five were out safely. We walked out about 100 ft. from the ship and the right gas tanks exploded. However, it didn't seem that the ship was burning badly at the time. By the time we walked back about 50 yds. to the road and were there for about a minute a truck rolled up with CO2 extinguishers, which had already been set off by accident. The crew and myself got into a truck and went to the hospital for checks on our scratches and bruises.

Before takeoff the crew chief had explained that the fuel pressure had dropped off at high altitudes yesterday to about 15 or 14.5 pounds, but I had flown the ship before and had the same thing happen without any unusual results. It seems (from the ground crew's explanation) that the left fuel pump had been replaced about three weeks ago with a type different from the original. But the fuel pressure always seemed to operate within safe limits whenever I flew the airplane. I cannot state for sure what the cause of the yaw to the left and loss of lift was, but it is my opinion that the left engine lost all or almost all of its power due to failure of the left fuel pump, or partial failure of the same.

Signed/Bobby M. Rodgers

A Certified True Copy

CRAIG E. WALLING,
Captain, Air Corps,
Group Operations Officer.

Lakeland Army Airport #2
August 10, 1942

Statement of 2nd Lt. Roy R. Woods, ASN O-728146, Co-Pilot on B-26B
Airplane 41-17679:

The airplane was thoroughly inspected before engines were started. All controls, tabs and visible parts were in working condition before take-off. Lt. Rodgers read the Form 1 before he started the engines. The engineer stated before takeoff that the left engine fuel pressure decreased at high altitude approximately one or two pounds but that upon returning to low altitude the pressure returned to normal. This condition was carefully checked and at the time Lt. Rodgers ran up the engines. The engines were checked at three different throttle settings and at each setting props, fuel pressure, oil pressure etc. were in normal operation. Lt. Rodgers after thoroughly checking engine instruments obtained a clearance for take-off. The take-off run was started. My observation showed that the left manifold pressure did not increase as rapidly as the right, however, after a short run the left engine manifold pressure gauge increased to 45 inches of mercury. The ship left the ground and I was given the signal to raise the landing gear. Immediately after the wheels were raised the ship yawed sharply to the left and began losing altitude. At this time it was apparent to me that the ship was going to crash. I don't know exactly how Lt. Rodgers gained partial control of the ship, but he showed great skill in handling the ship. The ship struck the ground nose high with the left wing down. When the left wing struck the ground the ship changed directions a full 180 degrees. Immediately after the ship came to a stop the left engine burst into flames. The entire crew escaped through the pilot's top hatch.

The pilot believes the engine failure was due to a faulty fuel pump.

Signed/ Roy R. Woods

A Certified True Copy

CRAIG E. WALLING,
Captain, Air Corps,
Group Operations Officer.

Lakeland Army Airport #2
August 10, 1942

Statement of Cpl William J. Town, ASN 16061857, Radio Operator of B-26B
Airplane 41-17679:

The B-26B plane, bearing number 41-17679, took off from Drane Field
about 8:20 AM, after the pilot had made a detailed preflight check.

I was seated in the place designated for radio operator, and was checking
Facility Charts at the time of take-off.

Everything appeared all right, and then suddenly the left motor seemed
to go dead. The plane made a crinkling sound; shortly, I found myself pushing
the life raft holder away from my body.

A quick glance inside before leaving the plane, via exit above co-
pilots seat, revealed that there was no glass laying around the radio operator's
seat or navigator's seat.

The pilot, Lt B. M. Rogers, was endeavoring to expedite our exit and
was also the last man to leave the plane.

The pilot made a quick survey of the crew members to see if anyone
was injured badly. Then we took a station wagon to the first aid station.

Lt B. M. Roger's ability as a competent pilot was again proven by
the manner in which he brought the plane to rest without loss of life under
such odds.

Cpl William J. Town

Cpl William J. Town

Lakeland Army Airport #2
August 10, 1942

Statement of Pvt. Frank E. Boss, ASN 35047297, Engineer on B-26B
Airplane 41-17679;

Ship 41-17679 was checked on Pre-Flight inspection and everything checked O.K. All hatches were fastened and the pilot started take-off. After leaving the runway Pilot signalled the Co-Pilot to lift the landing gear. About thirty feet in the air the left engine died, and I turned and shouted for men in the navigator's compartment to brace themselves and then braced myself against the rear of the pilot's seat waiting for the ship to settle. When it stopped all men got clear of the ship and were taken to the Dispensary.

Frank E. Boss

Frank E. Boss

Lakeland Army Airport #2
August 10, 1942.

Statement of Cpl John D. Duffy, ASN 33114981, Student Engineer on B-26B
Airplane 41-17679:

After shutting off the auxiliary power plant I came forward to the navigator's compartment to assist the Engineer, if possible. During take-off I was filling out form #1. Looking forward I saw the pilot signal the co-pilot to lift the landing gear. Until then every thing was running smoothly. Suddenly the Engineer shouted "Brace yourself", which I did. After a series of shocks and bumps the ship finally settled. All jumped clear and were taken to the dispensary.

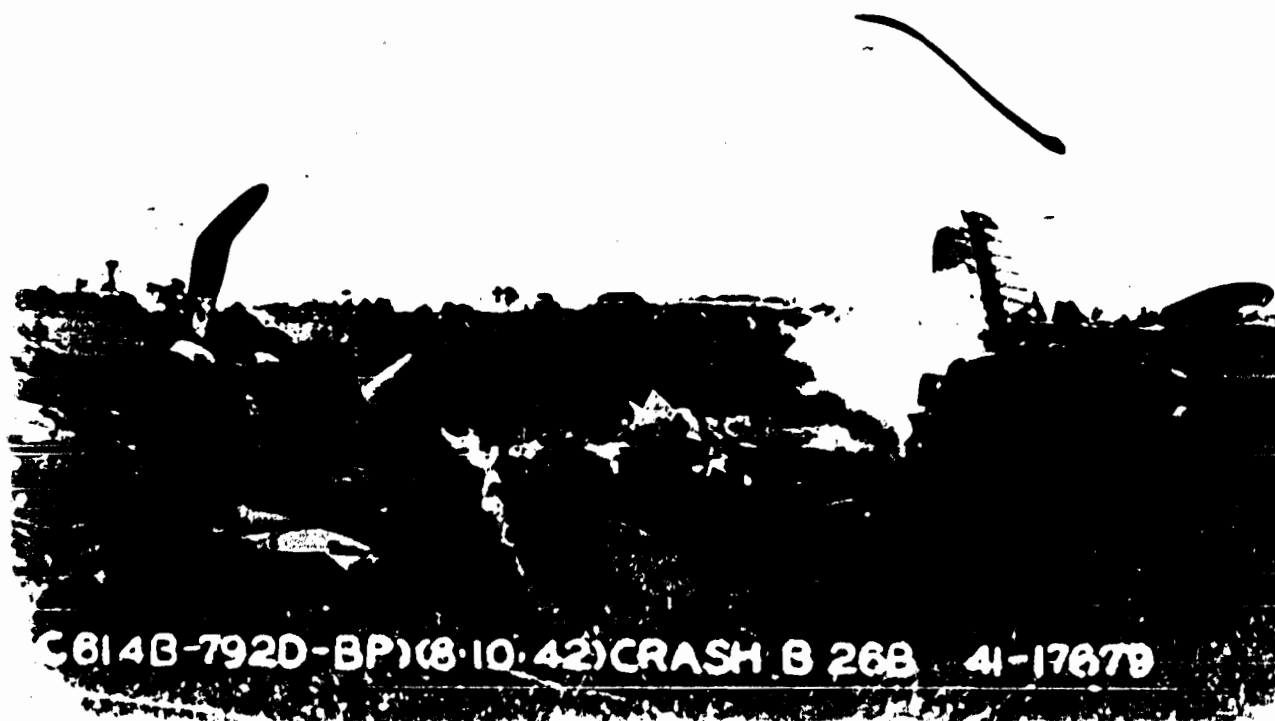
John D. Duffy

John D. Duffy

(G614M-792D-BP)(8-10-42)CRASH B 26 *41-17679

(G614F-792D-BP)(8-10-42)CRASH B-26B *41-17679





C814B-792D-BP)(8.10.42)CRASH B 26B 41-17679

FROM: RESTRICTED
LAKELAND ARMY AIR BASE,
Drane Fld., Lakeland, Fla.

SUBJ. NAME

DATE

NO.

8/17/42

889101

TYPE:

FILE DESIGNATION:

Report

SUBJECT:

Technical Report of Aircraft Accident Classification
Committee

Incls. 6

TO:	TO:	TO:	TO:	TO:
TPS	102			
DATE:	DATE:	DATE:	DATE:	DATE:
8/23/42	8/24/42			

ACTION: **REC.**

DIVISIONAL FILE COPY

43-8-10-3

Z COBORGE 320 LAKELAND ARMY AIRPORT LAKELAND FLA 101180 "P"

CO. ARMY AIR FORCE WASHINGTON DC

320 DG A03140 PERIOD 10 AUG 0835 PERIOD DRUMFIELD LAKELAND ARMY AIRBASE

LAKELAND FLORIDA PERIOD BOBBY H RODGERS SECOND LIEUTENANT ORG THIRD

AIR FORCE DRUMFIELD PERIOD LEFT ENGINE FAILURE ON TAKE OFF RETRACTED

WHEELS BELLY LANDING PERIOD MINOR CUTS AND BRUISES PERIOD NO PARACHUTES

PERIOD TRANSITION TRAINING PERIOD CAUV PERIOD B TWENTY SIX B FORTY

ONE DASH ONE SEVEN SIX SEVEN WIRE DRUMFIELD PERIOD AIRPLANE AND

ENGINE COMPLETE WRECK BURNED PERIOD R FORTY ONE DASH THREE SEVEN

ONE FOUR NAUGHT CORONA L FORTY ONE DASH THREE SEVEN NAUGHT FIVE THREE

PERIOD NOT KNOWN PERIOD SALVAGE PRIVATE FENCE TORN DOWN PERIOD

COBORGE THREE HUNDRED TWENTY

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OF FLYING SAFETY

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43-8-10-3
8/11

DRANE Field

0985

428-10-9

PLANE CRASHED IMMEDIATELY
AFTER TAKE-OFF AND BURNED.
LEFT ENGINE FAILED AND
CAUSE IS UNKNOWN. PILOT
MADE BELLY LANDING AND
THE ENTIRE CREW ESCAPED
BEFORE PLANE CAUGHT FIRE