

VALLEY

1920

43-7-28-504

Nose wheel collapsed, during
take-off run. A bump in the
runway threw plane forward
on nose-wheel. Props hit
runway, plane slid off
runway and caught
fire. Exact description
of failure is unavailable due
to the fact the plane burned

43-7-38-504
TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

- (1) The Accident Classification Committee of 14th Fighter Group, AAF met on September 10, 1942 and determined the following:
- (2) Place, date, and time of accident July 28, 1942
1920 VALLEY
- (3) Aircraft station ATCHAM Org. HQ SQ AAF
- (4) Aircraft model P-38F A. C. No. 42-5604
- (5) Date accepted from contractor Jan. 16, 1942
- (6) Total hours 52:15 Hours since overhaul New
- (7) Engine model V-1710-49 V-1710-53
- (8) Engine A. C. No.'s
L. O. L. 42-110458 42-110018 R. O.
- (9) Extent of damage to engine(s)
L. O. L. I. R. I. R. O.
- (10) Total engine hours
L. O. L. I. 52:15 R. I. 52:15 R. O.
- (11) Engine hours since overhaul
L. O. L. I. New R. I. New R. O.
- (12) Purpose of flight Cross Country
- (13) Took off from Prattville Time 16:15
- (14) Weather at time of accident. (If weather was a causal factor attach copies of weather report and forecast for the flight.)
CAVU
- (15) Pilot (name and rank) Jasper N. Durham, Major
- (16) Pilot's station Atcham
- (17) Reg. Army X Res., ext. duty Res., inactive
Res., 14-day Grad. cadet Student
Other (specify)
- (18) Org.—assigned Hq. Sq. 14th Fighter Group, AAF
- (19) Org.—attached for flying 49th Fighter Sq., AAF
- (20) Regular duties assigned Group Executive Officer
- (21) Original pilot rating and date Rated Pilot 10/5/38
- (22) Total pilot hours 1330:50 Hours on this model 100
- (23) Hours per month last 3 months
(1) 24:30 (2) 23:15 (3) 30:00
- (24) Models flown last 3 months
(1) BT-14, P-38
(2) A-29, P-38
(3) P-38
- (25) Secure from Flight Surgeon, if pilot error is a causal factor:
Was there any physical or neuropsychic condition which would in any way account for this accident? Yes or No No
If "Yes", attach complete statement of the condition and its bearing upon the accident.
- (26) Damage to private property; Yes or No No
If "Yes", attach A. C. Form No. 17, "Damage to property certificate."

RESULTS TO PERSONNEL

DUTY	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS: C—Commander N—Navigator B—Bomber P—Pilot E—Radio operator O—Other crew CP—Co-pilot E—Engineer X—Passenger OB—Observer G—Gunner PH—Photographer	A Fatal	B Major injury	C Minor injury	D No injury	Used parachute	%	%	%	CAUSES
61-P	Jasper N. Durham, Major Regular Army				X		100	100	100	Error of judgment, Poor technique, Disobedience of orders, Carelessness or negligence, Miscellaneous, Supervisory personnel, Maintenance personnel, Other personnel, Fuel system, Cooling system, Ignition system, Lubrication system, Engine structure, Propeller and propeller accessories, Engine control system, Miscellaneous (specify), Undetermined, Flight control system, Movable surfaces, Stabilizing surfaces; struts, wires, and fittings, Wings; struts, wires, and fittings, Landing gear; struts, wires, fittings, and shock absorbers, Wheels, tires, and brakes, Fuselage, engine mount and fittings, Cowling, fairing, and fittings, Tail wheel assembly and skid, Miscellaneous (specify), Undetermined, Handling qualities, Instruments, Miscellaneous equipment (specify), Weather, Darkness, Airport or terrain, Other, Undetermined
(Explain any unsuccessful parachute jump by attachment)										
DAMAGE TO AIRCRAFT (Less power plant)		NATURE (Check one only)								
A—Complete wreck,	A—Collisions in full flight with other aircraft,									
B—Major overhaul,	B—Collisions in full flight with object other than aircraft,									
C—Major replacement,	C—Spins or stalls following engine failure,									
D—Minor damage,	D—Spins or stalls without engine failure,									
E—No damage,	E (1)—Emergency forced landings,									
	E (2)—Deferred forced landings,									
	F—Landing accidents,									
	G—Take-off accidents,									
	H—Taxing accidents,									
	I (1)—Fires in the air,									
	I (2)—Fires on the ground,									
	N—Structural failures,									
	X—Miscellaneous,									
	Y—Undetermined,									

PROPS 55

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

See attached Statement.

Signature Pilot.

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

In view of Pilot's Statement and previous failures of this nature it is believed that the accident was caused by the nose gear collapsing.

An Unsatisfactory Report is attached hereto as an inclosure

(30) RECOMMENDATIONS:

None.

Each member of the Committee has read and understands A. C. Circular No. 15-14, A. R. 95-120, 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 *Troy Keith* TROY KEITH Major AC Member
(Name) (Rank) (Designation)

Signed *William E. Fulmer* WILLIAM E. FULMER Captain AC Operations Officer
(Name) (Rank) (Designation)

Signed *Mark J. Mours* MARK J. MOURS, Captain AC Ass't Operations Officer
(Name) (Rank) (Designation)

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

Station Date Signature

(32) REMARKS AND RECOMMENDATIONS:

I concur in the Analysis and Recommendations of the above Aircraft Accident Classification Committee.

ENCLOSURES (line out those not applicable):

- ~~1~~ Airplane (Aircraft) Flight Report.
- ~~2~~ Unsatisfactory Report.
- ~~3~~ Photographs.
- ~~4~~ Certificates of principal witnesses.
- ~~5~~ List of damaged parts.
- ~~6~~ Newspaper clippings.
- ~~7~~ Damage to property certificate, A. C. Form 17.
- ~~8~~ Pilot's Statement.

Station Atcham, ETOUSA Date September 11, 1942.

Signature *Thayer S. Olds* THAYER S. OLDS, Colonel, Air Corps, Commanding.

DO NOT WRITE IN THIS SPACE

Serial 1
8th FC
2009
10/1/40

7-28-42 DATE	8th F. C. WING CORPS AREA OR DEPT	A. A. F. BRANCH	V-1710-53 ENGINE MODEL	V-1710-49 ENGINE MODEL
STATION	14th Fighter Group GROUP NO. AND TYPE	P-38-F AIRPLANE MODEL	(1) 42-110455 ENGINE SERIAL NO.	(2) 42-110018 ENGINE SERIAL NO.
T/Sgt. McHae CREW CHIEF OR AERIAL ENGINEER	49th Fighter Sq. ORG NO. AND TYPE	41-7680 AIRPLANE SERIAL NO.	(3) ENGINE SERIAL NO.	(4) ENGINE SERIAL NO.

PERSONNEL		— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY 4	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA	
CLASS 1	SERIAL NO. 2			DUTY 5	N OR I 6	DUTY 7	N OR I 8	TERMINALS AND MISSION 9	TIME 10
11	0-20782	DURHAM, JASPER N., Major, Air Corps, 14th Fighter Gp., Headquarters Sq.	6	P 1:15	:	:	:	FROM: Prestwick TO: Valley MISSION U-5	16:15 17:30 1:15
11	0-20782	DURHAM, JASPER N., Major, Air Corps, 14th Fighter Gp., Headquarters Sq.	6	:	:	:	:	FROM: Valley TO: MISSION NO. OF LANDINGS	19:20 :
		"A TRUE COPY" <i>William E. Fulmer.</i> WILLIAM E. FULMER, Capt., Air Corps, Operations Officer.		:	:	:	:	FROM: TO: MISSION NO. OF LANDINGS	: : :
				:	:	:	:	FROM: TO: MISSION NO. OF LANDINGS	: : :
				:	:	:	:	FROM: TO: MISSION NO. OF LANDINGS	: : :

WAR DEPARTMENT AIR CORPS - FORM NO. 1 TENTATIVE - SEPT. 1940	FLIGHT REPORT - OPERATIONS	CHECKED: LEGIBLE AND CORRECT	S OPER. CLERK	TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A	M CREW CHIEF	TOTAL FLIGHT TIME 1 15
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AIRPLANE MODEL **P-38-F**

A. C. NO. **41-7680**

ORGANIZATION **49th Fighter Sq.**

STATION

DATE **7-28-42**

INSPECTION STATUS				AIRPLANE AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
DATE OF OR HOURS DUE	INSPECTED TODAY			ENGINE HOURS TO DATE	NO. 1	NO. 2	NO. 3	NO. 4	SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
	BY	STATION								SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
				HOURS TODAY							SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS		
PREFLIGHT					51:00	51:00														
DAILY					1:15	1:15														
25 HOURS	50:00				52:15	52:15														
50 HOURS	100:00																			
100 HOURS	100:00																			
Plugs	100:00																			
Valves	100:00																			
				OIL CHANGE DUE					1ST											
				CNO. CLEANING DUE					2ND											
				AIRPLANE	HOURS TO DATE		51:00		3RD											
					HOURS TODAY		1:15		4TH											
					TOTAL		52:15		5TH											

STATUS TODAY

1. | 2.

EXPLANATION: **Compus not swing L. parking brake out. Rear fuel gauge exact.**

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 AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT { **JASPER N. DURHAM, Major, Air Corps.**

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
NAVIGATION			
RADIO			
OXYGEN			
PHOTOGRAPHIC			
CHEMICAL			

INSTRUCTIONS FOR PILOTS AND MECHANICS

PILOTS: EACH PILOT WILL PRINT NAME AND RANK BELOW, AND INDICATE "OK" OR, IF ANY DEFECT OR MALFUNCTIONING OCCURRED, EXPLAIN THE TROUBLE.

MECHANICS: TRANSPOSE "TOTAL FLIGHT TIME" FROM FORM 1 TO ENTRIES "HOURS TODAY" UNDER "AIRPLANE AND ENGINE TIME RECORD" ABOVE. PRECEDE EACH REMARK WITH THE NAME OF THE STATION. EXPLAIN ANY RED SYMBOL ENTERED UNDER "INSPECTION OF AUXILIARY EQUIPMENT". ENTER ANY MAINTENANCE WORK DONE WHILE AIRPLANE IS ON THE FLYING LINE OR AWAY FROM ITS HOME STATION. SIGN EACH REMARK MADE.

No. 1 Brakes weak. JASPER N. DURHAM, Major.

"A TRUE COPY"

William E. Fulmer

WILLIAM E. FULMER, Capt., Air Corps, Operations Officer.

WAR DEPARTMENT
AIR CORPS

8 FC
Reg 913
C-11
Sec. 2
Mat'l Div.
Serial No. _____

UNSATISFACTORY REPORT

(See A. C. Cir. 15-54)

Station Serial No. _____ Date September 15, 1942
Station A.P.O. 874 E.T.O.U.S.A. Organization 49th Fighter Squadron (TE) AAF
Name, type and ser. no. of equipment Class O1-L P-38F A.C. Ser. No. 41-7680
Name and part no. of defective part Nose wheel strut Part No. 225034

DESCRIPTION OF TROUBLE:

16-25500-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1941

1. While on a routine flight in P-38F A.C. Ser. No. 41-7680 the Pilot took off and landed completing one flight. Upon taking off for a second flight and having almost flying speed the nose wheel struck a large bump in the runway causing the nose landing gear to collapse. Exact description of failure is unavailable as the Airplane slid off of the runway and burned. What was left of the Airplane was dismantled prior to this organization arriving at this station.
2. Length of time in Service: 52:15
3. a. Quantity on hand: 24
b. Quantity known to be defective: One (1)
4. Disposition: Airplane was taken to Burtonwood Sub-Depot for parts Salvage.
5. Recommendation: None.
6. Previous Unsatisfactory Reports on this subject by this organization: None.

PAULETT SPIVEY
Captain A.C.
Commanding.

"A CERTIFIED TRUE COPY"

William E. Fulmer
WILLIAM E. FULMER,
Captain, Air Corps,
Operations Officer.

"RESTRICTED"

Incl. 2

SFC
Reg 915
C-011
Incl 3

WITNESS STATEMENT

On July 28, 1942, at 1920 o'clock, I was preparing to take off behind Major Durham at Valley. Take-offs were made one at a time. I was taxiing into position as the Major started down the runway for take-off. I went about adjusting controls in the cockpit, and when I looked up all I could see down the runway was fire. Thinking the Major had dropped a belly tank I looked about to see if he was airborne. Finding nothing in the air I soon noticed a wing at the side of the blaze. I shut off my engines at the side of the runway and went down to the scene of the accident. By the time I arrived the fire was nearly extinguished and Major Durham was standing by unhurt.

Ralph L. Knapp
RALPH L. KNAPP,
Capt, Army Air Forces,
Operations Officer.

'RESTRICTED'

Incl 3

8 FC
Key 713
Copy 1
Incl. 4

S-T-A-T-E-M-E-N-T

In attempting take-off in P-38F Airplane #41-17680, immediately before the airplane attained flying speed, a bump in the runway threw the airplane forward onto the nose wheel. The nose wheel collapsed, allowing the propellers to strike the runway, after which the airplane slid off the runway and caught fire.

Jasper N. Durham
JASPER N. DURHAM,
Major, Air Corps.

"RESTRICTED"

Incl 4

~~SECRET~~

HQ 8 F.C.

REG. No. 5303

COPY No. 1

HEADQUARTERS "RESTRICTED"
EIGHTH FIGHTER COMMAND
ETOUSA.

September, 27th, 1942.

SUBJECT:- Non Concurrence in Findings of Aircraft Accident Board
TO:- Commanding General, A.A.F., through Command channels.

1. Reference is made to aircraft accident occurring at 19.20 hours, July 28th, 1942, at Valley Airdrome, Great Britain; pilot Jasper N. Durham, Major A.A.F., 14th Fighter Group, Atcham Airdrome, Great Britain, in P-39 F airplane number 41-7600.

2. This Headquarters does not concur in the findings of the Accident Classification Board in this accident. The board assesses 100% materiel failure. It is the opinion of this Headquarters that there is no evidence of materiel failure. Pilot admits striking a large bump in runway at approximate time of becoming airborne. The magnitude of this bump is unknown, but it must have been great to collapse the nose-wheel strut.

3. It is the opinion of this Headquarters that the cause should be assessed as 100% Miscellaneous, "Airport or Terrain".

For the Commanding General,



L. P. Hickey
L. P. HICKEY,
Colonel, A.A.F.,
Chief of Staff.

Headquarters Eighth Air Force, ETOUSA

334

x000.93

"RESTRICTED"

~~SECRET~~

1263135

~~SECRET~~

334
X000.93

1st Ind.

E-24-11

"RESTRICTED"

CF HEADQUARTERS EIGHTH AIR FORCE, ETOUSA, September 30, 1942.
TO: Commanding General, Army Air Forces, Washington, D. C.

1. This Headquarters concurs with basic communication.

For the Commanding General:

RECEIVED

OCT 30 1942

C.M.D. - HQ. AAF

TFS

1263135

"RESTRICTED"

~~SECRET~~

B 206

RM-14