

Llandebros

1505

43-9-27-508

The pilot took off on his reserve tanks and flew for one hour and five minutes. The left engine failed first. This was quickly followed by right engine failure. Pilot failed to recognize the trouble and, consequently, did not switch tanks in time to prevent the reserves from running dry. He made a forced landing in 2 feet of water.

[Signature]

43-9-27-508

Reg 5429
copy 1
RESTRICTED

TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

- (1) The Accident Classification Committee of 14th Fighter Group (TE) AAF met on October 2, 1942 and determined the following:
- (2) Place, date, and time of accident Llanbedr, September 27, 1942 at 1505 (4)
- (3) Aircraft station Atcham Org. 49 Sq AAF
- (4) Aircraft model P-38 A. C. No. 41-7677
- (5) Date accepted from contractor June 26, 1942
- (6) Total hours 105:05 Hours since overhaul New
- (7) Engine model V-1710-53 V-1710-49
- (8) Engine A. C. No.'s
L. O. L. 41-23469 R. 41-22646 R. O.
- (9) Extent of damage to engine(s)
L. O. L. I. A5 R. I. A5 R. O.
- (10) Total engine hours
L. O. L. I. 105:05 R. I. 105:05 R. O.
- (11) Engine hours since overhaul
L. O. L. I. New R. I. New R. O.
- (12) Purpose of flight Towing Target 10
- (13) Took off from Llanbedr Time 1400
- (14) Weather at time of accident. (If weather was a causal factor attach copies of weather report and forecast for the flight.)
Hazy ~~XXXX~~
- (15) Pilot (name and rank) Robert F. Elliott, 2nd Lt.
- (16) Pilot's station Atcham, ETOUSA
- (17) Reg. Army..... Res., ext. duty X Res., inactive
Res., 14-day..... Grad. cadet..... Student.....
Other (specify).....
- (18) Org.—assigned 49th Fighter Squadron, AAF
- (19) Org.—attached for flying Same
- (20) Regular duties assigned Pilot
- (21) Original pilot rating and date Rated Pilot March 15/41
- (22) Total pilot hours 950:00 Hours on this model 180
- (23) Hours per month last 3 months
(1) 30:00 (2) 40:00 (3) 20:00
- (24) Models flown last 3 months
(1) C-40A, P-38
(2) 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 N.P.T.
If "Yes", attach complete statement of the condition and its bearing upon the accident.
- (26) Damage to private property; Yes or No.....
If "Yes", attach A. C. Form No. 1, "Damage to property certificate."

RESULTS TO PERSONNEL

DUTY	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS: C—Commander N—Navigator B—Bomber P—Pilot R—Radio operator O—Other crew CP—Co-pilot E—Engineer X—Passenger OB—Observer G—Gunner PH—Photographer	A	B	C	D	PER-SONNEL ERROR	%	%	%	CAUSES
01-R	Robert F. Elliott, 2nd Lt. 01 Reserve Extended Duty					100	100	100		Error of judgment, Poor technique, Disobedience of orders, <u>Ch SC W</u> Carelessness <u>05 34 17</u> 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 retract. mech., 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)										
NATURE (Check one only)										
DAMAGE TO AIRCRAFT (Less power plant)										
A—Complete wreck, <u>5x</u> B—Major overhaul, C—Major replacement, D—Minor damage, E—No damage,										
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, <u>NO SN UN</u> E (1)—Emergency forced landings, <u>05 23 21 X</u> E (2)—Deferred forced landings, F—Landing accidents, G—Take-off accidents, H—Taxiing accidents, I (1)—Fires in the air, I (2)—Fires on the ground, N—Structural failure, X—Miscellaneous, Y—Undetermined,										
AIR-CRAFT STRUCTURE										
MIS-CELLANEOUS										

RESTRICTED

Prop WS WS

"RESTRICTED"

SECRET

011053

PILOT'S STATEMENT

On Sunday, September 27, 1942, I took off in P-38F airplane, AC #41-7677 at 1400 hours on a Tow Target Mission. I had difficulty retracting the landing gear due to having to use the emergency release in order to raise the landing gear lever. I took off on reserve gas tanks and climbed to 6000 feet going directly to the gunnery range. I flew the gunnery pattern in the usual manner with another ship firing on the target. After 55 minutes the left engine lost power. I believed the cause to be in the propeller and attempted to correct it by using the manual propeller control. There was no change in engine operation. The left engine indicated 33 inches pressure and the RPM stayed around 2600. For these reasons I had no idea that the cause was lack of gasoline. I did not check my gasoline gauges and did not change tanks. I decided that the best thing to do was to go in and land. I trimmed the ship for single engine flight, flew over the field at 1000 feet and dropped the target. I circled the field and began a landing approach. The right engine stopped just as the left had. I was then at 800 feet and about 2 miles from the field. I turned towards the beach and glided down. I undershot the beach and landed in about 2 feet of water. I later checked the gasoline selector switches and found that they were still set on reserve tanks. I now believe that the cause of the accident was running out of gas on reserve tanks. I had been flying for an hour and five minutes. There was no injury to personnel or private property.

Robert F. Elliott
ROBERT F. ELLIOTT,
2nd Lieut., Air Corps.

It was carelessness in that the pilot should have switched from reserve to main tanks approximately 15 minutes after take-off and immediately prior to landing switched back to reserve tanks.

(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 concensus of opinion of this Committee.

Signed Troy Keith Major, A.C. Operations Officer.
SIGNED William G. Fulmer Capt., A.C. Member
SIGNED Mark Z. Mourné Capt., A.C. Ass't Operations Officer
Accident Officer

(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. The necessary disciplinary action has been taken.

ENCLOSURES (line out those not applicable):

Station Atcham, ETUSA Date October 3, 1942

- Airplane (Airship) Flight Report
- Unsatisfactory Report
- Photographs
- Certificates of principal witnesses
- List of damaged parts
- Newspaper clippings
- Damage to property certificate, A. C. Form #1

Signature Hayes S. Olds Colonel, Air Corps,
Commanding.

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).

IMMEDIATE CAUSE: Failure of the pilot to switch fuel tanks in time to prevent him from running them dry.

UNDERLYING CAUSE: Failure of the pilot to recognize the difference between the loss of power due to propellers sticking in full high pitch and that of running out of gas.

It was carelessness in that the pilot should have switched from reserve to main tanks approximately 15 minutes after take-off and immediately prior to landing switched back to reserve tanks.

(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, Major, A.C., Operations Officer.

Signed WILLIAM E. PALMER, Capt., A.C., Member

Signed MARK J. MOURNE, Capt., A.C., Ass't Operations Officer
Accident Officer

(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. The necessary disciplinary action has been taken.

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 Atcham, ETOUSA, Date October 3, 1942.

Signature THAYER S. OLDS, Colonel, Air Corps, Commanding.

RESTRICTED

852
Rg 5429
COPY 1

49TH FIGHTER SQUADRON (TE) ARMY AIR FORCES
Office of the Engineering Officer
APO 637 ETO Usa

October 2, 1942

On September 27, 1942, P-38F A.S. Serial No. 41-7677 made a crash landing on the beach near Llanbedr. The damage by crash landing and salt water was extensive and it will be necessary to salvage the entire airplane.

Lyndon B Van Hook

LYNDON B. VAN HOOK

W/O

Engineering Officer

RESTRICTED

Incl. # 1

~~SECRET~~

000.93

1st Wrapper Ind. "RESTRICTED"

E-17-3

HEADQUARTERS EIGHTH AIR FORCE, ETOUSA, October 24, 1942

CF To: Commanding General, Army Air Forces, Washington, D.C.

1. Enclosed herewith is Technical Report of Aircraft Accident Classification Committee on 2nd Lt. Robert F. Elliott, Reserve Extended Duty, in P-38F airplane, A.C. No 41-7677

2. Approved.

For the Commanding General:

✓ 1 Incl:

A.C. Form #14.

"RESTRICTED"

~~SECRET~~

RECEIVED

NOV 20 1942

CLERK - HQ. AAF

TFS

011053

RM #340

B-2454

~~SECRET~~

000.93

1st Wrapper Ind. "RESTRICTED"

E-17-3

HEADQUARTERS EIGHTH AIR FORCE, ETOUSA, October 24, 1942
To: Commanding General, Army Air Forces, Washington, D.C.

1. Enclosed herewith is Technical Report of Aircraft Accident Classification Committee on 2nd Lt. Robert F. Elliott, Reserve Extended Duty, in P-38F airplane, A.C. No 41-7677

2. Approved.

For the Commanding General:

1 Incl:

A.C. Form #14.

"RESTRICTED"

~~SECRET~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

"RESTRICTED"

Received from * ~~Headquarters Army Air Forces~~, Headquarters Army Air Forces,
the following document: ~~Eight Air Force~~

Addressed to: **AFDPS**

Subject: **Technical Report of Aircraft Accident Classification
Committee.**

Type of Corres.: **Letter**

Date: **Nov. 21, 1942**

Basic Dated: **Oct. 24, 1942**

Number of Incls.:

PLEASE ACCOMPLISH AND **Directorate of Flying Safety, Maritime Bldg.**
RETURN IMMEDIATELY TO **Room 803**

~~1. Colonel [Name],
Army Air Forces,
Office of the [Name],
Washington, D. C.~~

DATE RECEIVED 11-23-42

BY M. S. Ryan
Name

AAF NO. 1901

MAJ. AC
Rank Branch

*Insert symbol of office of origin.

OFFICE OF: AFDPS

"RESTRICTED"

W-7236, AF. Rev. 7/20/42.