

Accident No.

43-5-5-504

Date

Checked by

James S

6-10-43

Analyzed by

J. J. C.

6-12-43

Copied for Wright
Field by

J.

Notes

(Nature Group

Landing

(Specific Nature

Ground loop

(Underlying Nature

*Pilot had to use runway
crosswind*

(Cause Group

*75 Supervisory Personnel Control
Officers*

(Specific Cause

*59 Pilot error - technique
Control Officers*

(Underlying Cause

*Control Officers
Pilot - Physical reaction
too slow - Undercontrolling*

R1:4-43

RESTRICTED **SECRET**

WAR DEPARTMENT
STATION C-312
U. S. AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. 13-5-5-504
9

(1) Place RAF Station, Llanbedr (2) Date May 5, 1943 (3) Time 1330
AIRCRAFT: (4) Type and model Lysander III A (5) A. F. No. V-9512 (6) Station Llanbedr, North Wales
Organization: (7) 8 A.F. & 8 F.C. (8) 6th F. W. (9) 2025th Gunnery Flight (Prov)
(Command and Air Force) (Group) (Squadron)

PERSONNEL 2nd Lt PBF Detach **084**

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)
P	POPKIN, PHILIP (NMI)	P	T-190472	<u>94</u> F/O	2C-1	A.C.	8th F. C.	None /	<u>Yes</u>
O	BRAND, THEODORE L.	O	32423414	<u>35</u> 1st Lt.	2E-1	A.C.	8th F. C.	None /	<u>Yes</u>

JUN 8 43AM



RECEIVED

PILOT CHARGED WITH ACCIDENT

(20) Popkin, Philip (Last name) (NMI) (Middle initial) (21) T-190472 (Serial number) (22) F/O (Rank) (23) 2C-1 (Personnel class) (24) A.C. (Branch)

Assigned (25) 8th F.C. & 8th A.F. (Command and Air Force) (26) 6th Fighter Grp (Group) (27) 2025th Gunnery Flight (Squadron) (28) RAF Station, Llanbedr (Station)

Attached for flying (29) 8th F.C. & 8th A.F. (Command and Air Force) (30) 6th F. W. (Group) (31) 2025th Gunnery Flt (Squadron) (32) RAF Station, Llanbedr (Station)

Original rating (33) Pilot (Rating) (34) 12/16/43 (Date) Present rating (35) Pilot (Rating) (36) 12/16/43 (Date) Instrument rating (37) None (Date)

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

(38) This type 24:50 (42) Instrument time last 6 months ---
(39) This model 24:50 (43) Instrument time last 30 days ---
(40) Last 90 days 24:50 (44) Night time last 6 months ---
(41) Total 245:00 (45) Night time last 30 days ---

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 4</u>	Starboard wing, landing gear, tail plane, fuselage belly.
(47) Engine(s) <u>O 4</u>	To be shock load tested.
(48) Propeller(s) <u>M 4</u>	One blade bent.

(50) Weather at the time of accident Good 37

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Llanbedr 2.52 (53) To Llanbedr 2.52 (54) Kind of clearance Contact 0

(55) Pilot's mission Drogue towing. 10

(56) Nature of accident Ground loop on landing.

(57) Cause of accident Strong and gusty cross wind caused aircraft to swing violently upon landing. Tire blew and aircraft ground looped.

DESCRIPTION OF ACCIDENT

RESTRICTED

(Brief narrative of accident, including statement of responsibility and recommendations for action to prevent repetition)

PILOT'S STATEMENT

I took off in Lysander V-9512 on a drogue towing mission at 13:20. After circling the field and climbing to 4000', I cancelled the mission and prepared to land.

I asked permission to land on #3 runway knowing that the wind was almost directly crosswind to the runway in use.

I received permission and just as I noticed some men working on #3 runway, I was called on the R/T and told not to land. I also saw the red flare fired from the head of the runway.

I went around again and asked which runway was in use, and was told to use #4 runway.

I made my approach, kept one wing low to counteract the cross-wind. As I touched down I bounced, used throttle and let the aircraft down again.

I rolled about 10 feet and a gust of wind caught the ship and it started to ground loop to the left. I tried to stop the ground loop by using opposite rudder and a burst of throttle, but it got beyond control. Then the starboard tire burst and the ship spun around to the right. The accident occurred about 13:50 hours.

Philip Popkin

PHILIP POPKIN,
P/O MG.

COMMITTEE'S STATEMENT

In the opinion of the Investigating Committee a number of contributing factors have presented themselves for consideration.

The inability of the Duty Flying Control Officer to coordinate field maintenance and flying control at his Station, prevented P/O Popkin from landing on the correct runway, and in consequence necessitated a cross-wind landing.

Had the Flying Control Officer consulted his log, he most readily would have realized that this aircraft had been airborne but a short period of time and could have remained airborne until such obstructions had been cleared. Instead the Flying Control Officer authorized a 90 degree crosswind landing for an aircraft rather notorious for its ground looping tendencies. In the resultant landing the Lysander was acted upon by gusty winds causing the aircraft to swing sharply, resulting in a ground loop with appreciable damage to aircraft.

P/O Popkin displayed poor handling technique and judgment in not recovering his aircraft before damage occurred.

It is the opinion of the Investigating Committee that the percentage of error allocated are as follows:

75% - for poor Flying Control discipline.

25% - against the pilot for judgment and ground handling technique.

Signature *Melvin F. McNickle*
MELVIN F. MC NICKLE, (Investigating Officer) LT. COL.

Signature *Henry C. Asselin*
HENRY C. ASSELIN, MAJOR

Signature *Selden R. Edner*
SELDEN R. EDNER, MAJOR

RESTRICTED

Date May 15, 1943.

A CERTIFIED TRUE COPY

TO: Officer Commanding U.S.A.A.F. Detachment, Ilanbedr.

FROM: Flying Control Officer, Ilanbedr.

DATE: 5th May, 1943.

ATTACHED: Copy of Report to Station Commander on Accident to Lysander F-9817,
pilot Lt. Popkin on the 5th May, 1943. ▲

I took over watch at 1300 hours. No. 3 runway was obstructed. No. 4 runway was in use. The wind was 15 m.p.h. at 90 degrees to the runway.

I decided to change the runway and telephoned Works and Buildings to clear No. 3 runway. I sent out Sgt. Williams to ascertain the extent of the obstruction.

At 1340 hours the workmen were still on the runway cleaning the obstruction. Lt. Popkin called V.H.F. for permission to land on No. 3 runway. The R/T operator informed me by telephone. I saw men on No. 3 runway near the intersection. I cancelled permission to land and told V.H.F. operator to tell the pilot that I was clearing No. 3 runway.

At 1347 hours the Lysander parked on No. 4 runway. The landing was good but when the pilot put on right rudder and applied the brakes, the aircraft turned on to the grass. The starboard landing gear collapsed.

The message I gave to the pilot to tell him that I was clearing No. 3 runway was not sent out. Before landing the pilot called V.H.F. to ask which runway he was to use and was told by the R/T operator to use No. 4.

The wind at the time of the accident had increased to 20 m.p.h. and had backed 10 to 15 degrees.

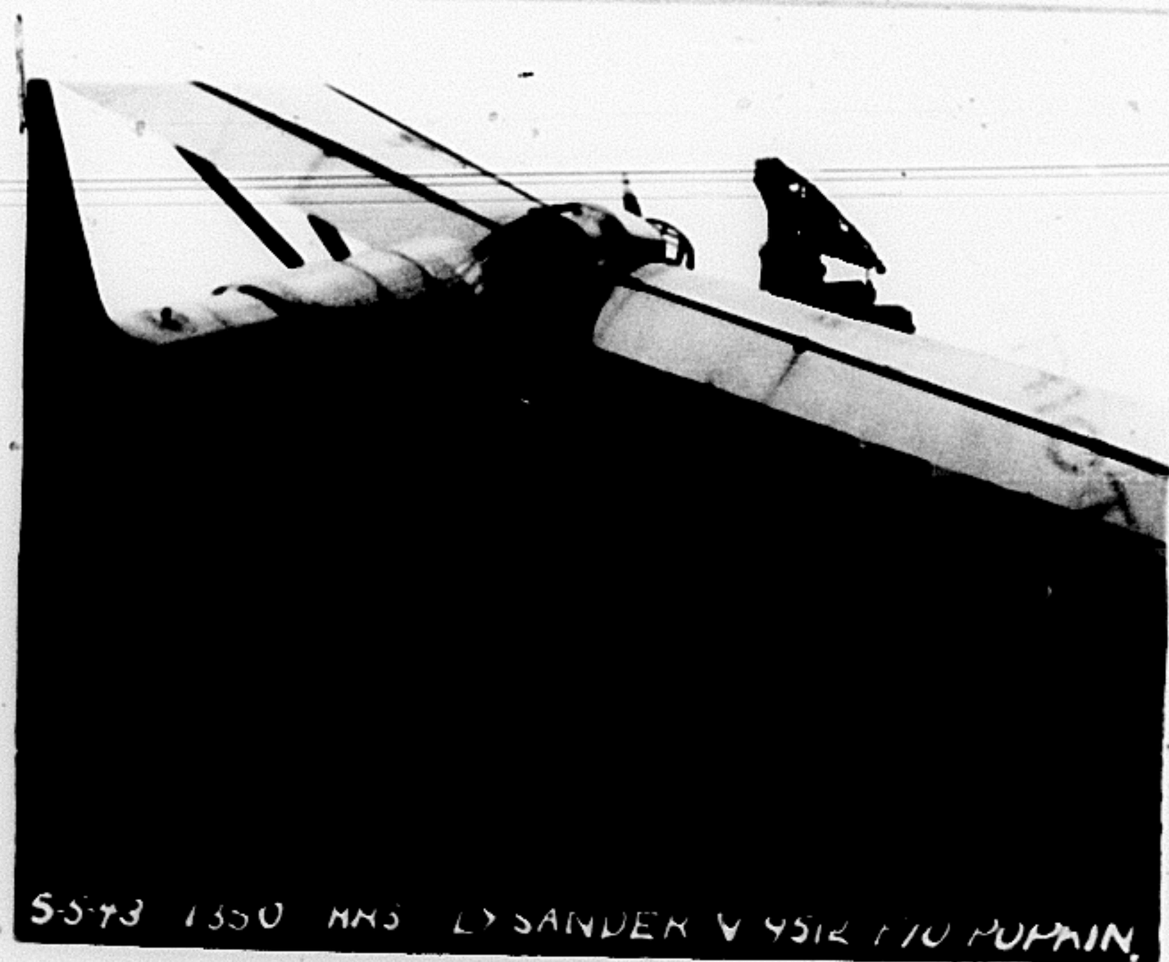
The two main factors contributing to the accident were:

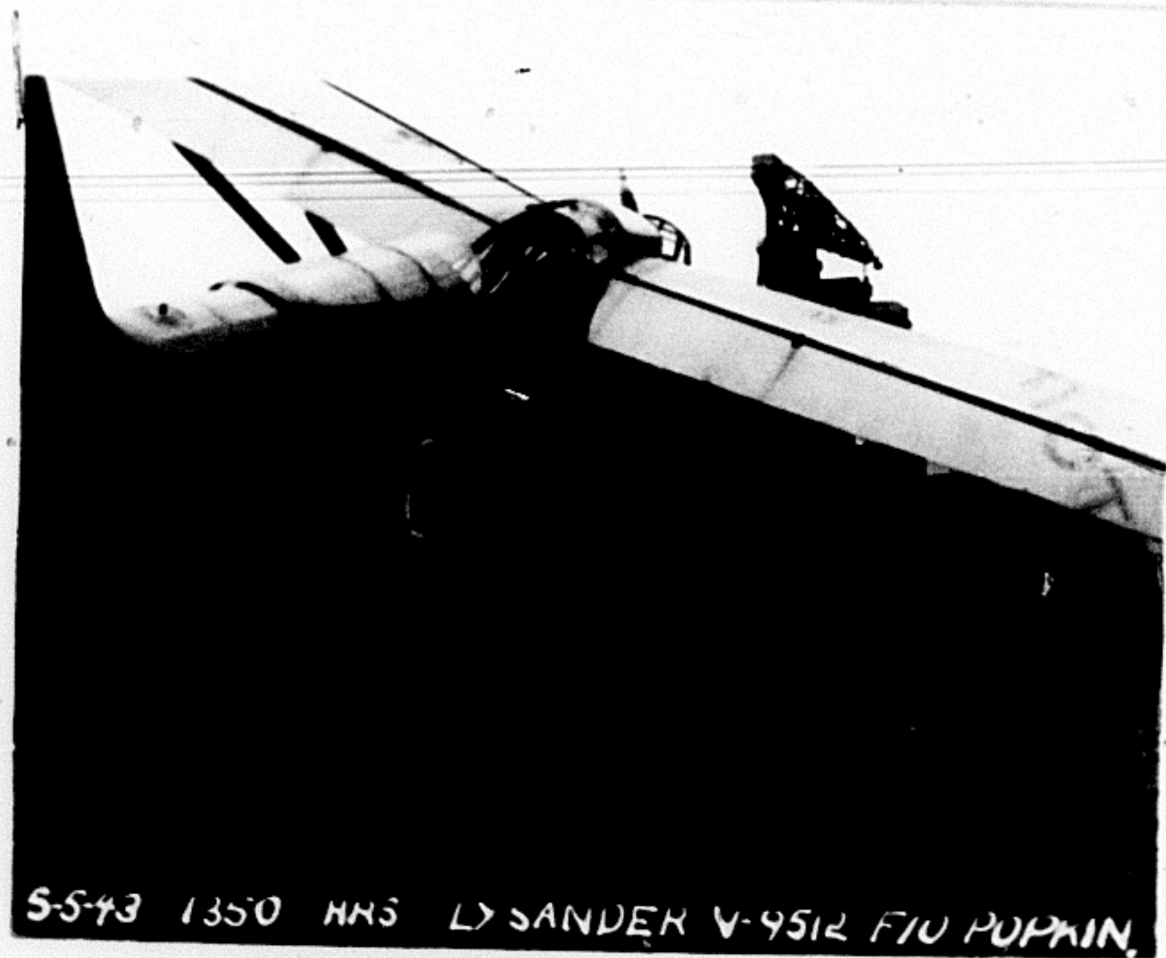
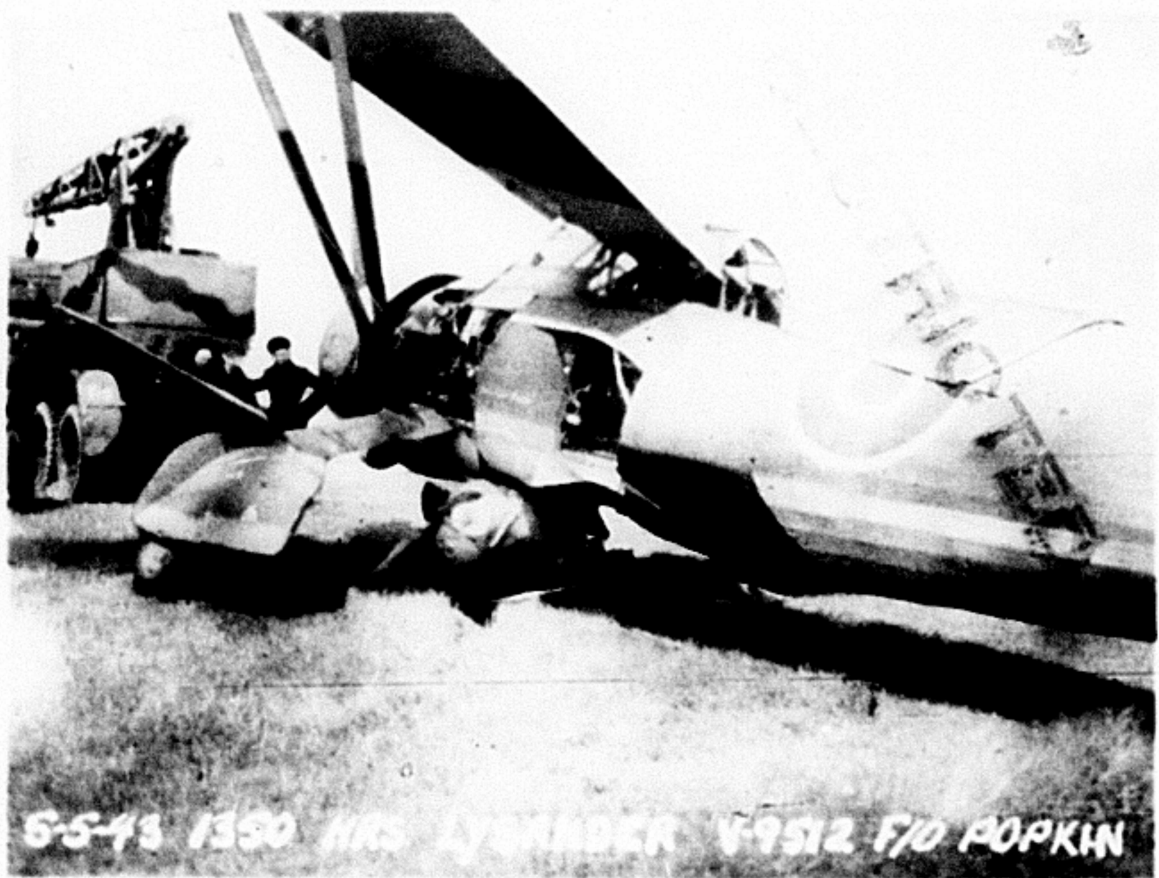
- (a) The fact that I had no efficient direct R/T control.
- (b) There was a delay of 40 minutes before No. 3 runway was clear. This delay was unnecessary. The workmen had been told by F/lt. Field not to leave heaps of metal on the runway. Furthermore they had been provided with a flat hand trolley on which to keep this material so that the runway could be cleared quickly.

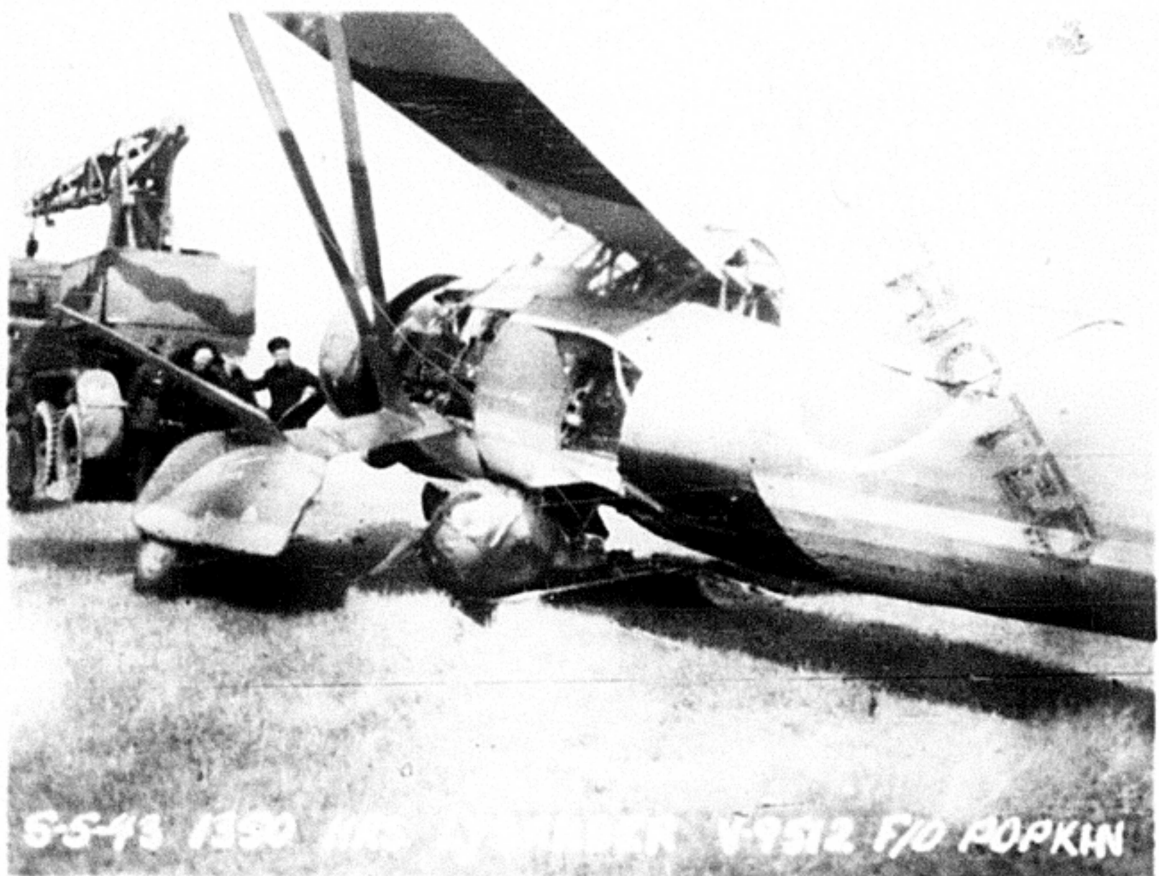
S/C. Ecclestone,
F. C. O.,
5th May, 1943.

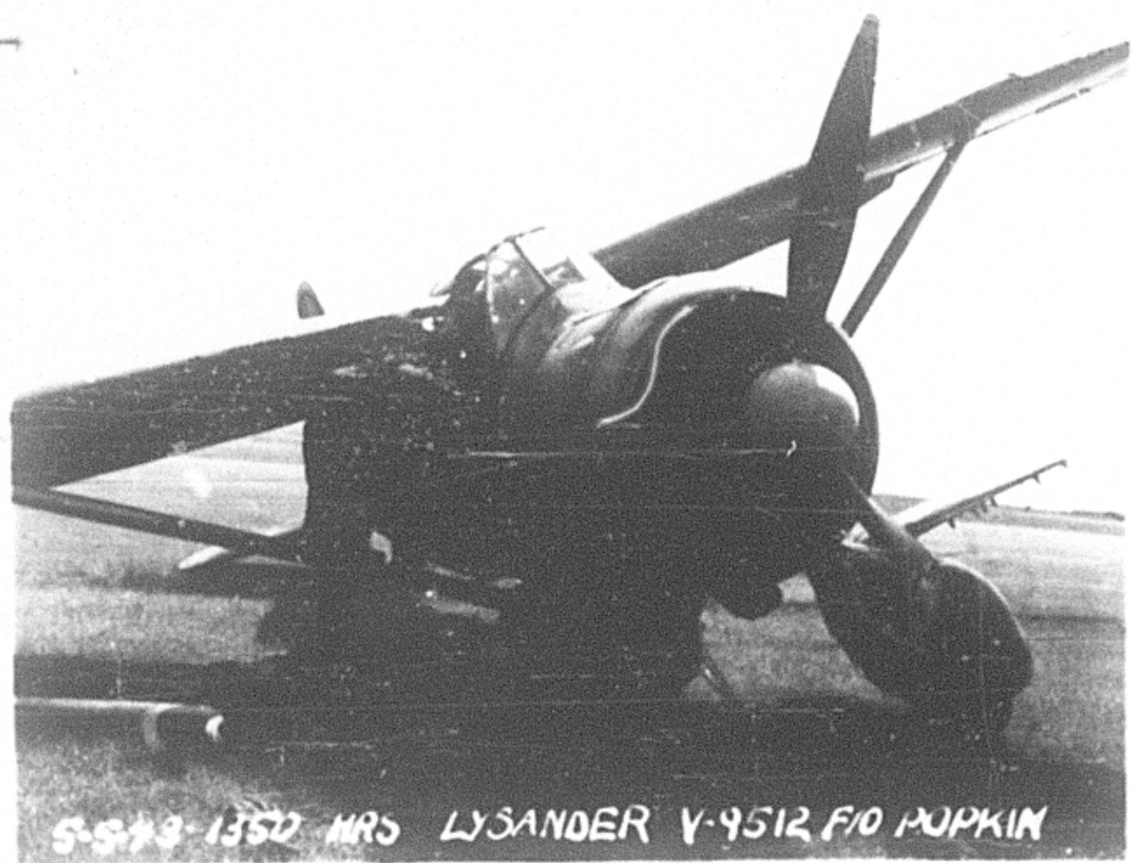
"CERTIFIED, A TRUE COPY"

Norman V. Crabtree
NORMAN V. CRABTREE,
1st Lieut., Air Corps,
Adjutant, 2025th Gun Flt (prov).

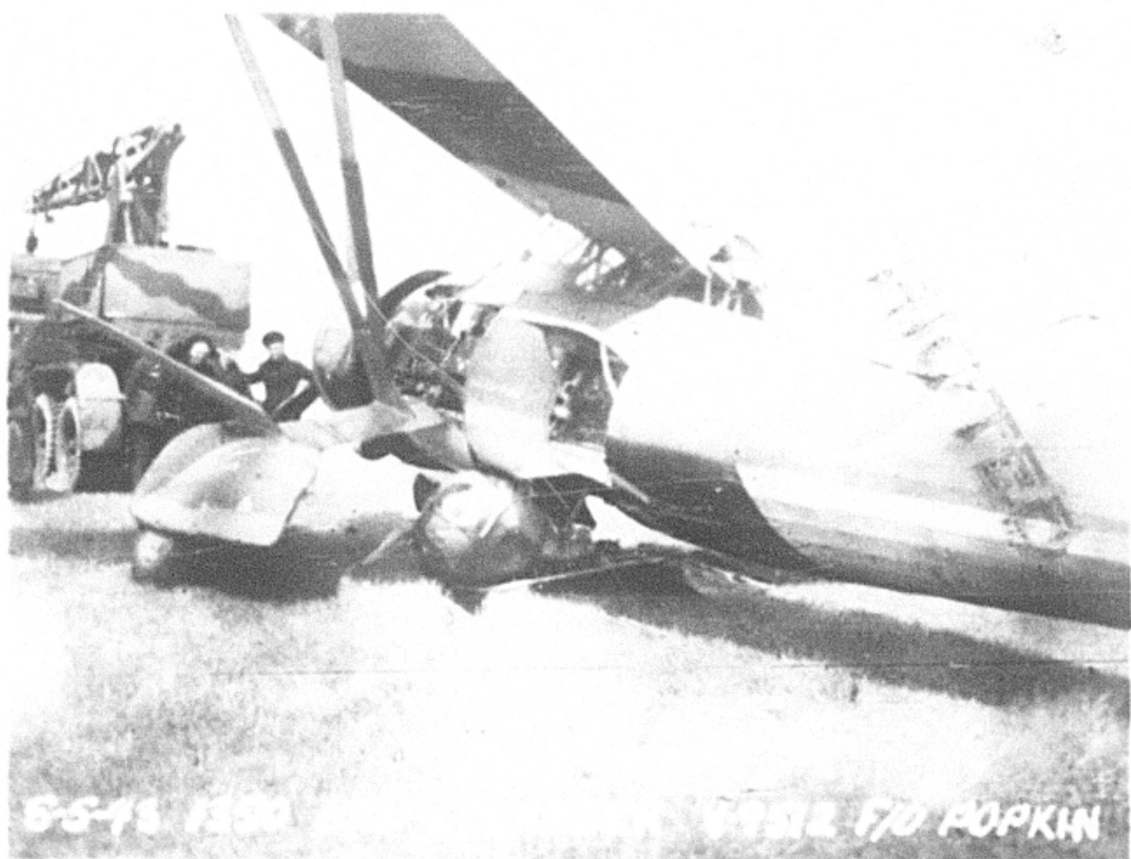




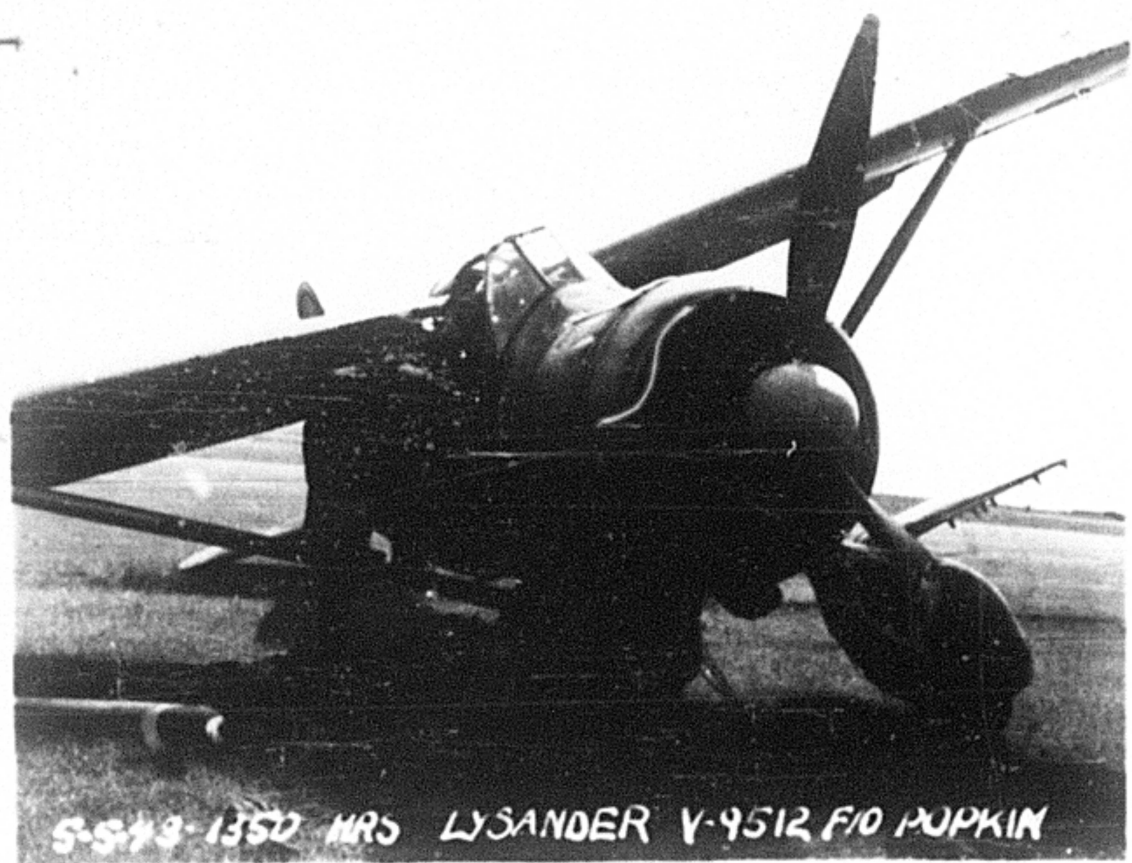




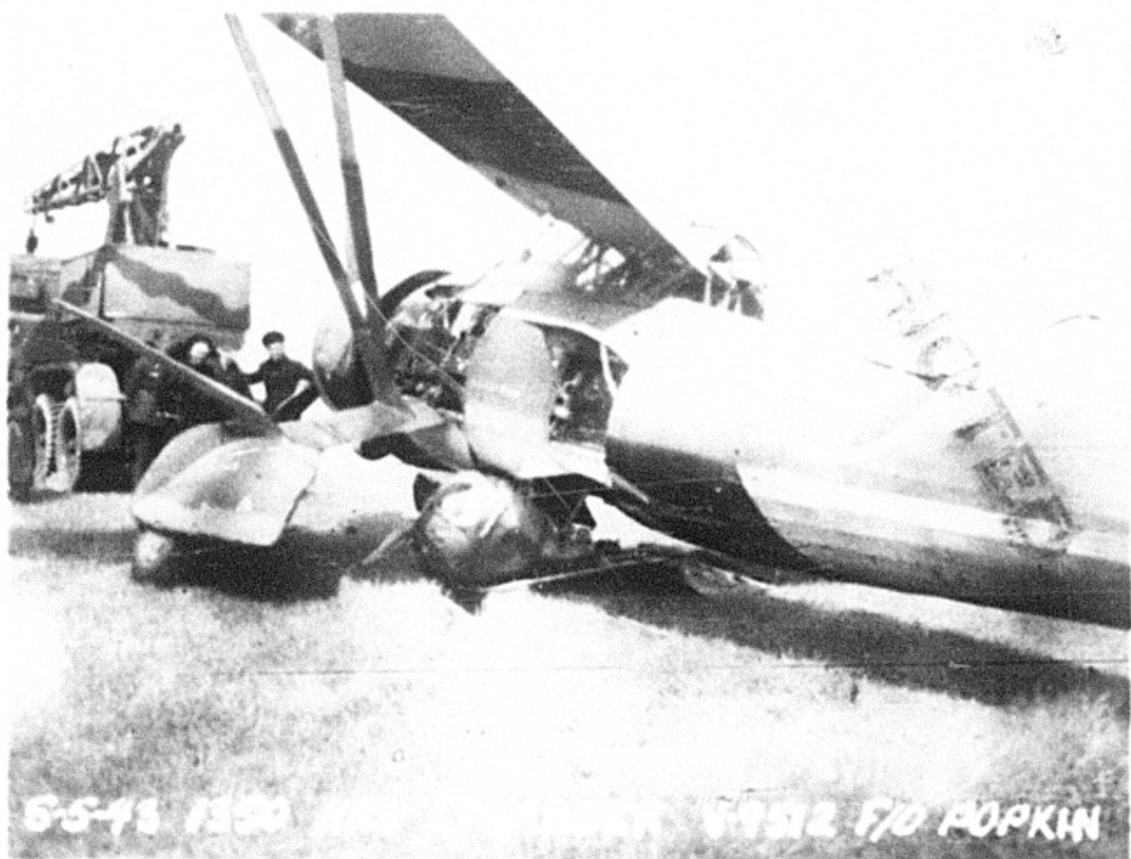
5-5-48 1350 MRS LYSANDER V-9512 F/O POPKIN



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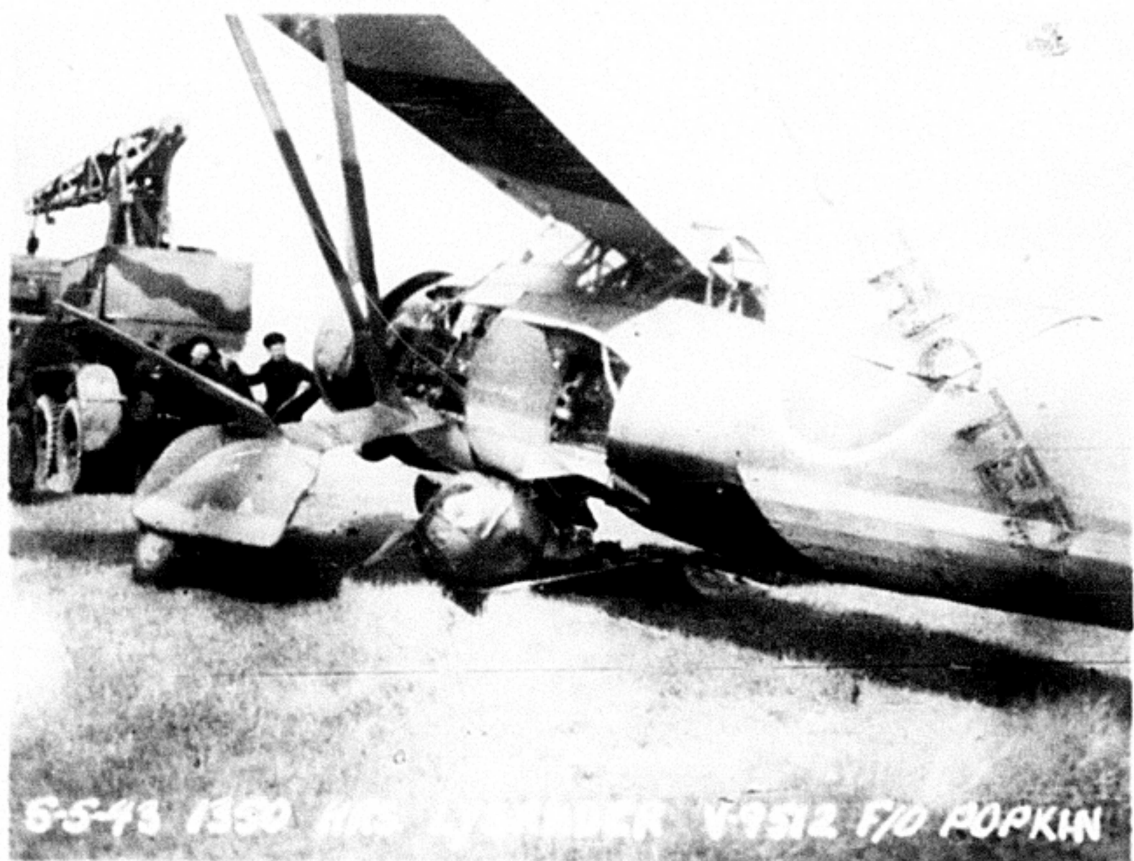
5-5-48 1350 MRS LYSANDER V-9512 F/O POPKIN



5-5-48 1350 MRS LYSANDER V-9512 F/O POPKIN



5-5-43 1350 MRS LYSANDER V-9512 F/O POPKIN



5-5-43 1350 MRS LYSANDER V-9512 F/O POPKIN

