

Valley

43 9-4-504

10:10

Pilot was lost to
land of a 6-plane forma-
tion and undershot runway,
resulting ⁱⁿ a nose wheel hit-
ting the edge of the pave-
ment causing it to collapse
and plane to slide along on
its gondola and motors.

mlh

43-9-4-500

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TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

OFFICER

- (1) The Accident ~~Investigation~~ of 14th Fighter Group, AAF met on September 10, 1942 and determined the following:
- (2) Place, date, and time of accident September 4, 1942
1010 VALLEY
- (3) Aircraft station ATCHAM 48th Ftr Sq AAF
- (4) Aircraft model P-38F A. C. No. 41-7671
- (5) Date accepted from contractor June 15, 1942
- (6) Total hours 95:20 Hours since overhaul New
- (7) Engine model V-1710-49 V-1710-53
- (8) Engine A. C. No.'s
L. O. L. 141-3456R R. 141-33706R O.
- (9) Extent of damage to engine(s)
L. O. E R. I. C R. O.
- (10) Total engine hours
L. O. 95:20 R. I. 95:20 R. O.
- (11) Engine hours since overhaul
L. O. New R. I. New R. O.
- (12) Purpose of flight Gunnery
- (13) Took off from ATCHAM Time 0910
- (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) Walter E. Bestgen, 2nd Lt.
- (16) Pilot's station ATCHAM
- (17) Reg. Army. Res., ext. duty. X Res., inactive. Res., 14-day Grad. cadet Student Other (specify) _____
- (18) Org.—assigned 48th Fighter Squadron, AAF
- (19) Org.—attached for flying Same
- (20) Regular duties assigned Pilot
- (21) Original pilot rating and date Rated Pilot 2/24/42
- (22) Total pilot hours 334:40 Hours on this model 94:40
- (23) Hours per month last 3 months
(1) 41:05 (2) 43:55 (3) 10:45
- (24) Models flown last 3 months
(1) BT-14, P-38D
(2) P-38E
(3) P-38F
- (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. _____
If "Yes", attach A. O. Form No. 17, "Damage to property certificate."

36

RESULTS TO PERSONNEL

DUTY	Name, rank, and Army status, and Regular Army, Res. ext., Res. Inact., etc.	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS:				A	B	C	D	Used parachute
		C—Commander	N—Navigator	E—Engineer	G—Gunner					
P	Walter E. Bestgen, 2nd Lt. Reserve Extended Duty									X

OCT 7 12 AM
REC HQ. AAF

PERCENTAGE	CAUSES
100	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,

DAMAGE TO AIRCRAFT (Less power plant)	NATURE (Check one only)

RESTRICTED

W. G. B.

1254034

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(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 OFFICER (give complete causal statement, amplifying the pilot's statement where necessary to explain the causes).

Reports from pilots in the same flight brought out the facts that Lt. Bestgen was the sixth plane to land of a six ship formation; that there was a strong wind, estimated at between 30 to 40 m.p.h., blowing at about 30° across the runway, and that the wind had blown the soil and sand away from the end of the runway so that the pavement was six to ten inches above the extension and cleared area at the end.

Lt. Bestgen's plane landed just before the paved runway, i. e. short of the pavement, the nose wheel hit the beginning of the pavement and collapsed which caused the plane to slide along on the nose of the gondola and motors. The impact bent the booms and in general sprung the plane so that it will be a fourth echelon repair job.

(30) RECOMMENDATIONS:

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 [Signature] (Name) [Signature] (Rank) [Signature] (Designation)

Signed [Signature] (Name) [Signature] (Rank) [Signature] (Designation)

Signed MARK J. MOURNE, Captain AC, Ass't. Operations Officer (Name) (Rank) (Designation)

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 Officer.

ENCLOSURES (line out those not applicable):

- Airplane (Aircraft) Flight Report.
Unsatisfactory Report.
Photographs.
Certificates of principal witnesses.
List of damaged parts.
Newspaper clippings.
Damage to property certificate, A. C. Form 17.
Pilot's Statement.

Station Atcham, ETOUSA Date September 14, 1942

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

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9-4-42

Atcham

14th Fighter

P-38F

DATE

STATION

GROUP NO. AND TYPE

AIRPLANE MODEL

Whisman

CREW CHIEF OR AERIAL ENGINEER

48th Fighter

SQUADRON NO. AND TYPE

41-7671

AIRPLANE SERIAL NO.

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA	
			DUTY N OR I	DUTY N OR I	DUTY N OR I	DUTY N OR I	TERMINALS AND MISSION	
1	2	3	4	5	6	7	8	9
21	BESTGEN, W. E. 2nd Lt.	6	P 1:00	:	:	:	FROM: Atcham TO: Valley MISSION: T NO. OF LANDINGS: 1	09' 10 10' 10
			:	:	:	:	FROM:	:
			:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS
	THIS IS A TRUE COPY.		:	:	:	:	FROM:	:
	<i>Herbert E. Johnson, Jr.</i> HERBERT E. JOHNSON, JR. Captain, Air Corps, Operations Officer.		:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS
			:	:	:	:	FROM:	:
			:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS
			:	:	:	:	FROM:	:
			:	:	:	:	TO:	:
			:	:	:	:	MISSION:	NO. OF LANDINGS

WAR DEPARTMENT
A. A. F.
FORM NO. 1
TENTATIVE-12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF

TOTAL
FLIGHT
TIME

1 : 00

FLIGHT REPORT - ENGINEERING

~~SECRET~~
(RESTRICTED)

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT			
DAILY			
25 HOURS	125:00		
50 HOURS	150:00		
100 HOURS	200:00		
Valves	200:00		
Plugs	200:00		

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
	SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
			SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS		
1ST		306 ^W		52		52						
2ND												
3RD												
4TH												
5TH												

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
EMBARKMENT			
GUNNERY	G	Guenther	Atcham
CHEMICAL			
COMMUNICATIONS			
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY

1	2
3	4

EXPLANATION: **Left Main Gauge Out. Fuel Warning System Out.**

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

1 W.E.B.

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

Approach was normal (110)M.P.H.). Plane touched down just short of rise in level of runway, with tail low. As the main gear struck the ledge, caused the ship to go forward on the nose wheel and break it off. The plane skidded to a stop on its nose, causing damage to both props, nose of the gondola, both booms sprung, there being no evidence of vertical stabilizer striking ground.

s/ 2nd Lt. Walter E. Bestgen

AIRPLANE AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE				
HOURS TO DATE				
TOTAL OIL CHANGE DUE				
CAND CLEANING DUE				
AIRPLANE	HOURS TO DATE			
	HOURS TODAY			
TOTAL				

THIS IS A TRUE COPY.

Herbert E. Johnson, Jr.
HERBERT E. JOHNSON, JR.
Captain, Air Corps,
Operations Officer.

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ENGINE DATA

(1)	41-34567	ENGINE SERIAL NO.
(2)	41-33706	ENGINE SERIAL NO.
(3)	V-1710-53 & 49	ENGINE MODEL
(4)		ENGINE SERIAL NO.
TOTAL FLIGHT TIME	1 : 00	

AIRPLANE DATA

41-7672	AIRPLANE SERIAL NO.
P-30P	AIRPLANE MODEL
MAIN ENGINE	COMPONENT

AIRPLANE ORG. DATA

A.A.F.	AIR FORCE
8th Fighter	GROUP NO. AND TYPE
14th Fighter	GROUP NO. AND TYPE
8th Fighter	COMMAND, CORPS AREA OR DEPT.

Atcham
STATION

Waldman
CREW CHIEF OR AERIAL ENGINEER

9/24/42
DATE

"RESTRICTED"

~~SECRET~~

"RESTRICTED"

September 4, 1942

S T A T E M E N T

I, Walter E. Bestgen, 2nd Lt., ASN O-724680, was the pilot of P-38F Airplane, Serial No. 41-7671 at 10:00, September 4, 1942. After one hour of cross country flying I came in for a normal approach at the Valley air field. The indicated air-speed was approximately 110 M.P.H. when the plane touched down just short of a rise in the level of the runway, with the tail low. As the main-landing gear struck the ledge it caused the ship to go forward on the nose wheel and break it off. The plane skidded to a stop on its nose, causing damage to both propellers, the nose of the fuselage, both booms were sprung. There is no evidence of the vertical stabilizers striking the ground.

There was no injury to personnel and no damage to private property.

Walter E. Bestgen
WALTER E. BESTGEN
2nd Lieut., Air Corps,