

Accident No.

44-12-27-17

Date

Checked by

[Signature]

1-11-44

Analyzed by

[Signature]

1-12-44

Copied for Wright

Field by \_\_\_\_\_

Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1225-9-43

Accident No.

44-12-27-17

Pilot's Name

Murphy, Russell P.

Nature Group

06

landing

Specific Nature

33

wheel over

Underlying Nature

33

misuse of brakes

70 %

Cause Group

02

Technique (Murphy)

Specific Cause

7

lack of upper this model

Underlying Cause

06

overcontrolling

30 %

Cause Group

07

Supervision

Specific Cause

37

Instr. (Barton)

Underlying Cause

39

Carelessness

MOODY FIELD, GEORGIA  
WAR DEPARTMENT  
U. S. ARMY AIR FORCES

ACCIDENT No. 110

REPORT OF AIRCRAFT ACCIDENT

Radio  
44-12-27-17

(1) Place Moody Field, Georgia (2) Date 27 December 1943 (3) Time 20:00Z  
AIRCRAFT: (4) Type and model AT-108H (5) A. F. No. 42-2116 (6) Station Moody Field, Georgia  
Organization: (7) AAFEFTC (8) None (9) 165th TEFTS  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL No. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
	Murphy, Russell E.	<u>SP</u>	<u>17043469</u>	<u>A/S</u>	<u>62</u>	<u>AAF</u>	<u>AAFEFTC</u>	<u>None</u>	<u>No</u>
	Barton, Porter, Jr.	<u>P</u>	<u>0-795448</u>	<u>1st Lt.</u>	<u>01</u>	<u>AAF</u>	<u>AAFEFTC</u>	<u>None</u>	<u>No</u>



(20) Murphy, Russell E. (21) 17043469 (22) A/S (23) 62 (24) AAF  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) AAFEFTC (26) None (27) Avn. Cadet Det. (28) Moody Field, Ga.  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) AAFEFTC (30) None (31) Avn. Cadet Det. (32) Moody Field, Ga.  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) H.K. (34) - Present rating (35) - (36) - Instrument rating (37) -  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)  
(38) This type 3:35 (43) Instrument time last 6 months 5:25  
(39) This model 3:35 (43) Instrument time last 30 days 1:25  
(40) Last 90 days 73:50 (44) Night time last 6 months 8:00  
(41) Total 137:25 (45) Night time last 30 days None

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>75</u>	(Attached) <u>REP 1-12-44</u>
(47) Engine(s) <u>4 04</u>	
(48) Propeller(s) <u>4</u>	

(50) Weather at the time of accident High scattered clouds, visibility seven (7) miles, wind south-west at four (4) miles per hour. Landing direction south.

(51) Was the pilot flying on instruments at the time of accident No.  
(52) Cleared from Moody Field, Ga. (53) To Local (54) Kind of clearance Contact

(55) Pilot's mission Instrument training.

(56) Nature of accident Nose-over after landing.

(57) Cause of accident Excessive application of brakes.

(58) Has Form 54 been submitted? No.

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

The following Committee report of accident investigation involving AT-10BH airplane, AF No. 42-2116, is submitted.

Upon completion of a scheduled dual instrument flight, the student pilot was told to return to the field for a landing. A normal touchdown was made, but after a short roll the ship began veering off to the left. The instructor attempted to assist in making correction by application of right brake, and immediately the airplane nosed over.

An inspection of the tire marks revealed that both wheels were sliding for approximately fifty (50) feet before nose-over occurred. When checked, the brakes were found to be slightly sensitive but within tolerance.

The Committee finds that this accident was caused by excessive use of brakes on the part of the instructor and student pilot. No evidence of mechanical or materiel weakness existing before time of accident was found.

It is recommended that the proper use of brakes be brought to the attention of all flying personnel, emphasizing that a check of brakes before take-off will serve as guide when using them after landing.

Inclosures:

- 1 - Flight Report
- 2 - Statements of Principal Witnesses
- 3 - Items 20-45 from Form 14 for instructor
- 4 - Preliminary Inspection Report
- 5 - Photograph

Signature   
 WILLIAM H. HARRELL, Captain, AC.

H. F. MUESTER, Colonel, AC.  
  
 EDWARD P. KREIMER, Captain, AC.

Date 6 January 1944.

12-27-43

DATE

Moody Field, Ga.

STATION

Hq 31st TFFT Gp

GROUP NO. AND TYPE

AT-10BE

AIRPLANE MODEL

Emil Brooks

CREW CHIEF OR AERIAL ENGINEER

465th TFFTS

SQUADRON NO. AND TYPE

42-2116

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			
01	Barton, Porter, Jr., 1st Lt., 0-795448	G II 2	S					FROM: Local			14:30
62	Murphy, Russell E., A/S, 17013469	G II 2	SD	I	SD			TO:			16:00
								MISSION:	NO. OF LANDINGS		1:30
								FROM:			
								TO:			
								MISSION:	NO. OF LANDINGS		
								FROM:			
								TO:			
								MISSION:	NO. OF LANDINGS		
								FROM:			
								TO:			
								MISSION:	NO. OF LANDINGS		
								FROM:			
								TO:			
								MISSION:	NO. OF LANDINGS		
								FROM:			
								TO:			
								MISSION:	NO. OF LANDINGS		
								FROM:			
								TO:			
								MISSION:	NO. OF LANDINGS		

THIS IS A TRUE COPY:

*William H. Harrell*  
WILLIAM H. HARRELL,  
Captain, Air Corps.

FLIGHT REPORT - OPERATIONS

 CHECKED:  
LEGIBLE AND  
CORRECT

 OPER.  
CLERK

 TRANSCRIBED:  
TOTAL FLIGHT  
TIME ENTERED  
ON FORM 1A

 CREW  
CHIEF
TOTAL  
FLIGHT  
TIME

1:30

# FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED		
		BY	STATION		SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	12-27-43	B	Moody Field, Ga.														
DAILY	12-26-43	G															
25 HOURS	440:25			1ST		155		22		22							
50 HOURS	440:25			2ND													
100 HOURS	490:25			3RD													
L Prop	1750:00			4TH													
R Prop	1750:00			5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
EMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS	C	Chico	Moody fld, Ga.
Inst. Hood	AS	Graul	
NAVIGATION			

STATUS TODAY		EXPLANATION: Both cabin heat tubes out. (IS)
1.	2.	
3.	4.	

**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. On 43-B 3  
2. 4

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

#1 - Nosed over in landing. Major damage to airplane.  
Barton, P., Jr., 1st Lt.

THIS IS A TRUE COPY:

*William H. Harrell*  
WILLIAM H. HARRELL,  
Captain, Air Corps.

AIRPLANE AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	434:20	434:20		
HOURS TO DATE				
TOTAL				
OIL CHANGE DUE	440:25	440:25		
CUNO CLEANING DUE	12-27-43			
AIRPLANE	HOURS TO DATE	434:20		
	HOURS TODAY	1:30		
TOTAL		435:50		

TOTAL FLIGHT TIME	ENGINE DATA	AIRPLANE DATA	AIRPLANE ORG. DATA
(4)	(1) 43-9215A ENGINE SERIAL NO. R-080-13 ENGINE MODEL	43-1080 AIRPLANE MODEL 42-2116 AIRPLANE SERIAL NO.	Hq 1st TAMP GP GROUP NO. AND TYPE 105th TAMS SQUADRON NO. AND TYPE
(3)	(2) 43-9217A ENGINE SERIAL NO.	MAP COMPONENT	MAP AIR FORCE COMMAND. CORPS AREA OR DEPT.
(2)	(3) ENGINE SERIAL NO.		Moody Fld, Ga. STATION
(1)	(4) ENGINE SERIAL NO.		12-27-43 DATE 1st Lt. Brooks CREW CHIEF OR AERIAL ENGINEER

STATEMENT OF STUDENT

On 27 December 1943 my instructor, Lt. Barton, and I had just completed a 1:20 instrument period; and just before we entered traffic, I removed my glasses and my instructor told me to fly it in contact and make the landing. I made a landing check on the downwind leg and a normal approach. We landed in a three-point position and almost instantly the plane began turning slightly to the left. I first tried to correct with rudder but had little or no rudder control and immediately applied right brake. The stick was completely back at the time I applied brake, and I do not remember releasing it.

Before take-off, I checked both brakes and found them slightly sensitive but did not consider them dangerous. I do not recall using left brake at any time after landing.

*Russell E. Murphy*  
RUSSELL E. MURPHY, A/S  
17043469

### STATEMENT OF INSTRUCTOR

On 27 December 1943 the undersigned officer with Aviation Cadet Murphy, R. E., as student entered aircraft No. 42-2116 at approximately 14:15 EWT for the purpose of a dual instrument training flight. The check list was read and the ship started in a normal manner.

The brakes were checked as the ship was taxied from the line. Both brakes appeared to grab slightly, but I thought that this was due to wet brakes and possibly rough application by student. No attempt was made to check brakes by the instructor.

Take-off was made at 14:30 EWT and at the end of one hour and forty-five minutes (1:45), I directed the student back to the field in order that I might pick up another student. A normal traffic pattern entry for a south landing was made. The student sounded off on the landing check and the wheels were lowered on the downwind leg. The student turned onto the approach for landing and made a normal approach. Level-off for landing was slightly high but student made correction and landed three-point with control column in full back position.

At the point of landing, the ship began a yaw to the left. When I felt for the rudder, I found that full right rudder was on and then shifted my feet and attempted to apply right brake. At this point both student and instructor were on the brakes.

~~When the ship nosed up, I attempted to remove both feet from the brakes but my weight was thrown forward as the ship nosed up.~~  
The ship was thrown over on its back, pinning the instructor and the student in the cockpit.

*Porter Barton Jr.*  
PORTER BARTON, JR.,  
1st Lieut., Air Corps.



The following information is submitted in accordance with paragraph 2, Section I, Part Eight, AAF Regulation 62-14A, dated 28 May 1943:

(20) Barton, Porter, Jr. (21) 0-795448 (22) 1st Lt. (23) 01 (24) AAF  
(Last Name) (First) (Middle Initial) (Serial No.) (Rank) (Personnel Class) (Branch)

Assigned (25) AAFEFTC (26) None (27) Hq & Hq Sq, 31st Gp (28) Moody Fld, Ga.  
(Command and Air Force) (Group) (Squadron) (Station)

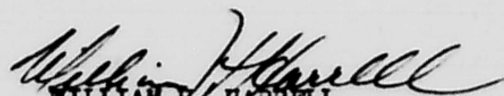
Attached for flying (29) AAFEFTC (30) None (31) Hq & Hq Sq, 31st Gp (32) Moody Fld, Ga.  
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 1/14/43 Present rating (35) Pilot (36) 1/14/43  
(Rating) (Date) (Rating) (Date)

Instrument rating (37) 7/14/43  
(Date)

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

(38) This type . . . . . 926:20  
(39) This model . . . . . 711:35  
(40) Last 90 days . . . . . 214:20  
(41) Total . . . . . 1125:45  
(42) Instrument time last 6 months . . . . . 9:00  
(43) Instrument time last 30 days . . . . . 1:15  
(44) Night time last 6 months . . . . . 71:30  
(45) Night time last 30 days . . . . . 7:20

  
WILLIAM H. HARRELL,  
Captain, Air Corps.

R.P.

MOODY FIELD SUB-DEPOT  
MAINTENANCE ENGINEERING DEPARTMENT  
PRELIMINARY INSPECTION REPORT

Date 28 December 1943

Memorandum to: Rudolph Parrish, 1st Lt., A. C.

Preliminary Inspection discloses the following repairs are needed on equipment listed below:

Airplane Type AT-10BH A.A.F. No. 42-2116  
Engines Type R-680-13 A.A.F. No. Left 42-92154 Right 43-92174  
Total Time On Airplanes 435:50 Home Station Moody Field, Georgia  
Total Time On Engines L: 435:50 R: 435:50 Arrival Date 27 Dec. 43

At approximately 16:00 o'clock, 27 December 1943, airplane AT-10BH, A.A.F. No. 42-2116, was involved in an accident while landing on runway at Moody Field, Ga. Airplane and component parts were damaged beyond economical repair. It is requested that airplane less both engines be surveyed in accordance with A. C. Circular 65-12,

Estimated Time for Repair Awaiting survey.

Inspected by John R. Barker  
John R. Barker,  
Chief Inspector,  
Sub-Depot Maintenance.

**RESTRICTED**

1st Wrapper Ind.

12-mlid

HEADQUARTERS, Army Air Forces Pilot School (Advanced - 2 Engine), Moody Field, Georgia, 6 January 1944.

TO: Headquarters, Office of Flying Safety, Army Air Forces, Winston-Salem, North Carolina.

1. Report of Aircraft Accident (WD AAF Form No. 14) pertaining to an accident involving AT-10BH airplane, AF No. 42-2116, is transmitted herewith together with supporting papers in accordance with paragraph 1 g, Section V, Part Eight, AAF Regulation No. 62-14B, dated 8 October 1943.

2. The findings and recommendation of the Accident Investigating Committee are concurred in by the undersigned.

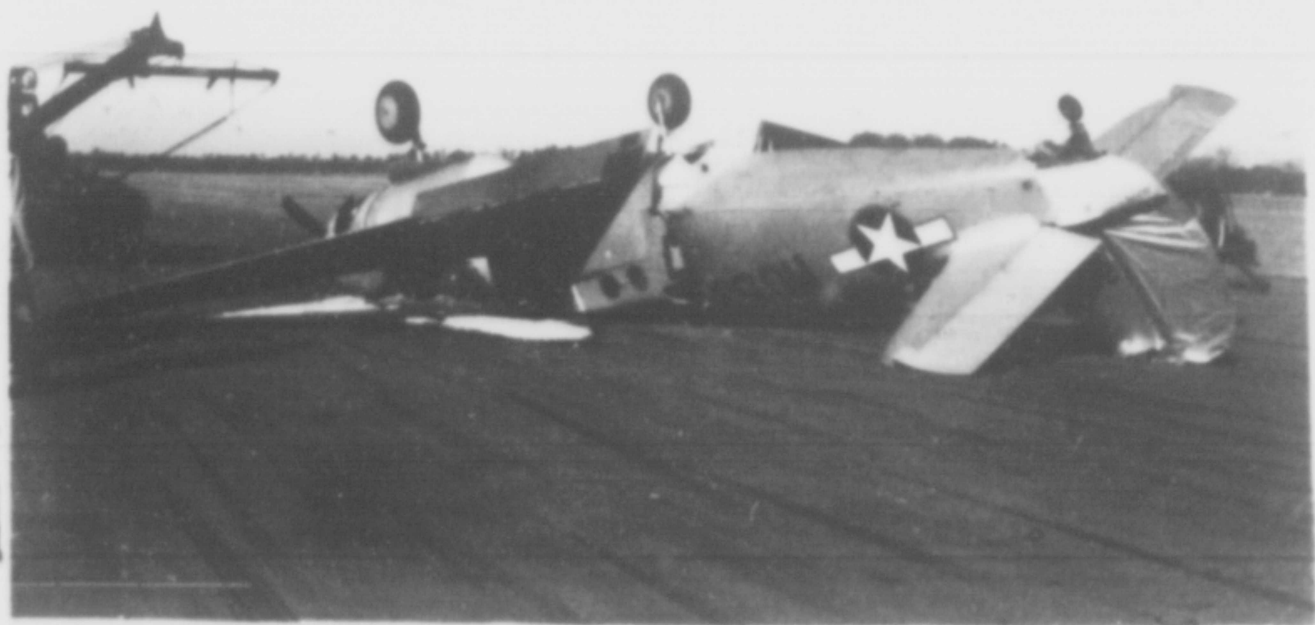
3. The proper use of brakes has been brought to the attention of all flying personnel, emphasizing that a check of brakes before take-off will serve as a guide in their application after landing.

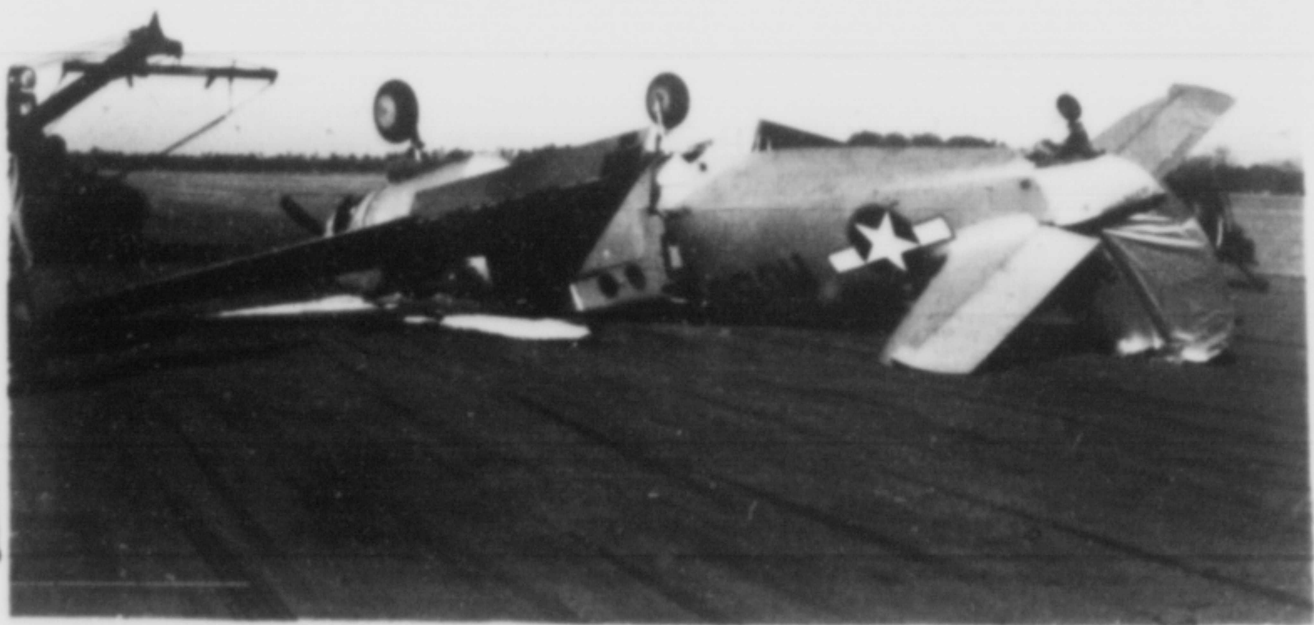
4. This accident was not caused by a violation of Flying Regulations.

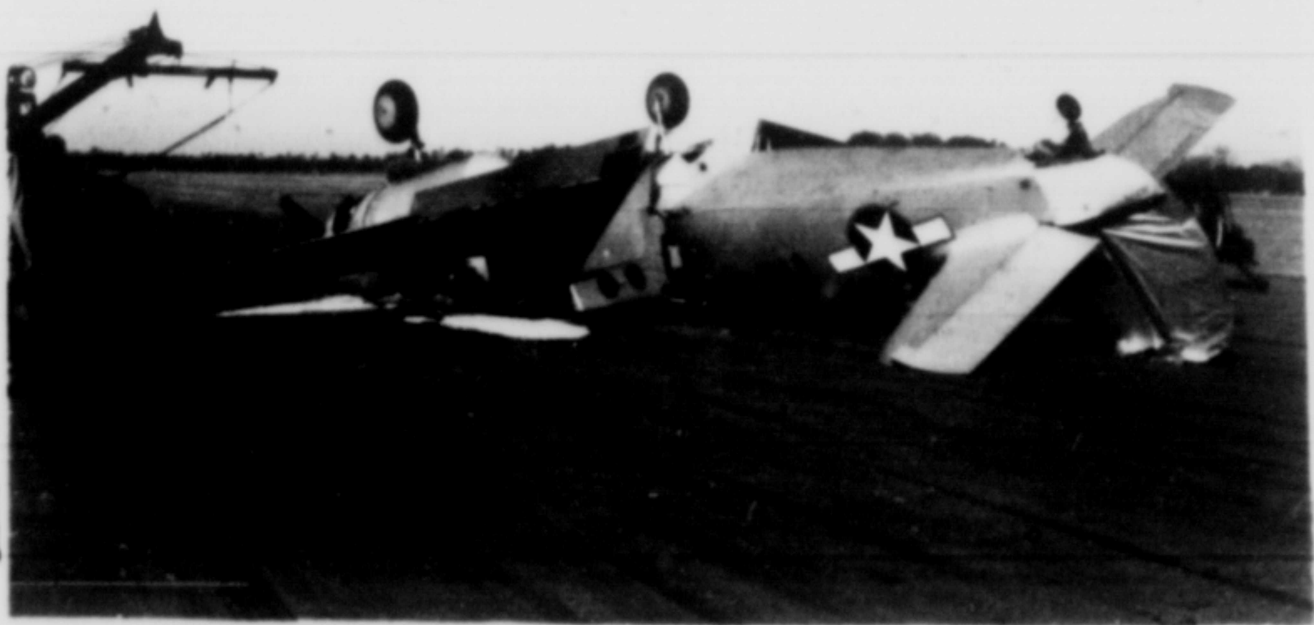
*H. F. Muentner*  
H. F. MUENTER,  
Colonel, Air Corps,  
Commanding.

1 Incl.  
WD AAF Form No. 14,  
Airplane No. 42-2116.

**RESTRICTED**







INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION A I U

OFFICE OF FLYING SAFETY

FOR INFO O M

WINSTON-SALEM, NORTH CAROLINA

FOR FILE M & R

DATE 28 DEC 1943

T.W.X.

TELEGRAM

ADM NET

WUB LG GOVT MOODYFIELD GA 28 916A

CHIEF FLYING SAFETY

GR101 281344Z FOLLOWING REPORT OF AIRCRAFT ACCIDENT

SUBMITTED 27 DECEMBER 1605 EWT MOODY FLD GA PD PILOT PORTER

BARTON JR 1ST LIEUT AC AAFEFTC MOODY FLD PD GA PD EXCESSIVE

APPLICATION OF BRAKES AFTER LANDING CAUSING NOSEOVER PD

PILOT NO INJURY PD CO PILOT RUSSELL E MURPHY AVN STUDENT

AAFEFTC MOODY FLD GA NO INJURY PD INSTRUMENT TRAINING PD HIGH

SCATTERED CLOUDS VISIBILITY SEVEN MILES WIND SW AT FOUR MPH

PD 42-2116 AT-10BH AAFEFTC 465TH TEFTS MOODY FLD GA PD

AIRCRAFT COMPLETE WRECK ENGINEER REPARABLE PD NONE PD 310TH

SUBDEPOT PD NONE END HMO 2730 FROM MUEENTER MOODY FLD GA

NO SIG.

*Aircraft 5  
Engines 44  
Props 5534*

44-12-27-17

*BFT  
AFT  
AFT  
4372*

*NO SIG  
06 35 33*

*Murphy*

*CG SCXC  
02 17 06 → 602 P.E. Ted.  
07 37 37 → 402. Sup. Pina*

#43/1635Z/BRR

44-12-27-17

1852:12-43