

Accident No. 44-3216-41^c

Date

Checked by E.S. 3-30

Analyzed by RC 4-1

Copied for Wright
Field by _____

Notes ~~_____~~

~~_____~~

~~_____~~

Accident No. 44-3-16-41

Date

Checked by C.S. 3-30

Analyzed by RC 4-1

Copied for Wright
Field by _____

Notes ~~On Capt McWhig~~

~~continued~~

~~Report for McWhig~~

Accident No.

Pilot's Name

Mc Gintley

Nature Group

07 Take off

Specific Nature

57 Crash

Underlying Nature

20 Engine failed or lost power

100% Cause Group

10 Power plant

Specific Cause

51 Fuel system

Underlying Cause

84 Undetermined

Cause Group

Specific Cause

Underlying Cause

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

ACCIDENT No. _____

REPORT OF AIRCRAFT ACCIDENT

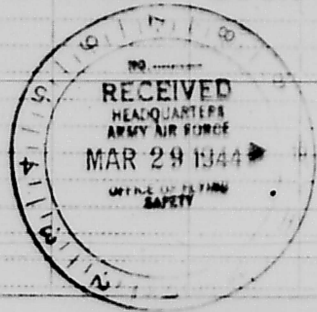
43-185

072 Radio
41-3-16-41
7

(1) Place 3/4 mile west Moody Field, Ga. (2) Date 16 March 1944 (3) Time 01:50Z
 AIRCRAFT: (4) Type and model AT-10 (5) A. F. No. 41-1751 (6) Station Moody Field, Ga.
 Organization: (7) AAFEFTC (8) None (9) 464th TEFTS
(Command and Air Force) (Group) (Squadron)

EFT PERSONNEL AFT AFT 4372

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)
P	McGinley, Wilbur F.	P	0-819840	2nd Lt.	01	AAF	AAFEFTC	4 Fatal	No
CP	Murphy, Russell E.	CP	0-823509	2nd Lt.	01	AAF	AAFEFTC	4 Fatal	No



(20) McGinley, Wilbur F. (21) 0-819840 (22) 2nd Lt. (23) 18 (24) AAF
(Last name) (First name) (Middle initial) (Personnel class) (Branch)
 Assigned (25) AAFEFTC (26) None (27) Hq & Hq Sq, 31st Gp (28) Moody Field, Ga.
(Command and Air Force) (Group) (Station)
 Attached for flying (29) AAFEFTC (30) None (31) Hq & Hq Sq, 31st Gp (32) Moody Field, Ga.
(Command and Air Force) (Group) (Station)
 Original rating (33) Pilot (34) 1/7/44 Present rating (35) Pilot (36) 1/7/44 Instrument rating (37) None
(Rating) (Date) (Rating) (Date)

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

(38) This type	57:40	(42) Instrument time last 6 months	35:00
(39) This model	57:40	(43) Instrument time last 30 days	12:40
(40) Last 90 days	37:35	(44) Night time last 6 months	23:10
(41) Total	132:45	(45) Night time last 30 days	2:55

AIRCRAFT DAMAGE F

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	(Attached)
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident High scattered clouds, visibility unrestricted, wind south-southwest at five (5) miles per hour.

(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 Transition training.

(56) Nature of accident Airplane crashed and burned.

(57) Cause of accident Loss of power in one (1) or both engines on take-off due to cause undetermined.

(58) Has Form 54 been submitted? No.

07
56
13-30
RPA
5-17-44

DESCRIPTION OF ACCIDENT

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

There is submitted a Committee report of accident investigation involving AT-10 airplane, AF No. 41-1751.

A period of team transition flying had been accomplished by Lt. Russell E. Murphy, pilot, and Lt. Louis R. Berner as co-pilot. On the next flight in same airplane, Lt. Murphy was scheduled as co-pilot and Lt. Wilbur F. McGinley as pilot.

The Committee could gain no information from statement made by Lt. Berner, who was on first flight, which might be helpful in determining a cause for the accident which occurred immediately after first take-off of second transition period.

Personnel on the flight line who witnessed the take-off and crash were interrogated, and from their statements, the Committee established the following to be true: The airplane did not clear the runway on take-off in a normal manner. After using all the runway, a take-off was effected at low airspeed and at no time before crash was an estimated altitude of over fifty (50) feet reached. This would indicate proper power output from engines was not being received on take-off.

Immediately after take-off, the following call was received by the control tower and heard by other airplanes flying locally: "527 single engine on take----." The number "527" was field number for the airplane involved in accident.

The airplane was completely destroyed by fire upon impact with ground after striking several trees. The engines were severely burned; but upon tear-down inspection, the adapter assembly fuel pump drive on left engine was found to be broken. With cross-feed in "off" position, the failure of this part would leave only the gas remaining in the carburetor to be burned before engine stopped. Furthermore, this part would have had to break after take-off run was started; otherwise, engine failure would have occurred before ship reached take-off position. Standard procedure at this station is for cross-feed to be in "on" position before take-off. It appears that failure of this part was probably caused by impact at time of crash.

Although the Committee has not been able to find or establish a definite cause for loss of power in either one (1) or both engines, evidence indicates this to have occurred and is given as the underlying cause for the accident.

In connection with this accident, the Committee feels that action as recommended below would have averted a fatal accident and should be brought to the attention of all flying personnel at this station:

1. If proper power is not being received when attempting take-off, cut throttles immediately and stop the airplane.
2. Engine failure in an AT-10 type airplane immediately after take-off, while at low airspeed, will invariably result in a forced landing; and with a knowledge of the terrain ahead (as should have been true in this case), good judgment would have dictated an immediate landing.

Inclousures:

- 1 - Statements of Principal Witnesses
- 2 - Preliminary Inspection Report
- 3 - Photographs
- 4 - 2 copies EFTC-13 (attached to 1st copy)

William H. Harrell
WILLIAM H. HARRELL, Captain, AC.

H. F. MUESTER, Colonel, AC.

William H. Mick
WILLIS H. MICK, Major, AC.

Date 25 March 1944.

STATEMENT

On the night of 16 March 1944, I was assigned to AT-10 airplane, AF No. 41-1751, as co-pilot. We were to shoot blackout landings at Bemis Field from 20:00 until 21:00 EWT.

The usual outside visual inspection of the plane was made and all seemed to be normal. The engines had no excessive oil upon them and were still warm from the previous flight. The pilot checked the gaso-line on the right side and I checked the left. He stated that his tank was full and I found that mine was within two (2) inches of the top. The gas gauge registered 10/10 in the right tank and 9/10 in the left.

The usual before-starting, after-starting, and pre-take-off checks were accomplished before taking off on runway 27 at approximately 20:05 EWT. The only thing which appeared out of the ordinary in these checks was a fluctuation of the left RPMs just after the props were changed.

The first take-off was normal in all respects. We climbed to an altitude of two thousand (2000) feet, circled Bemis, entered traffic and landed on runway 18. The first take-off run after landing seemed a bit long to me although the pilot stated the trim tab was a bit too far back. On the second, the tab was set a quarter of a turn forward. On this take-off, the ship seemed to be pulled off of the ground, as it vibrated a bit before becoming airborne. I glanced at the airspeed at the time and it read between sixty-five (65) and seventy (70) miles per hour. Because of this, we checked for carburetor ice on the down-wind leg, but none seemed to be present by all indications.

The third ground run was about the same as the first, but much better than the second. After this take-off, we climbed to two thousand (2000) feet, came into the pattern at Woody, and were on the approach on runway 13 when the tower called and we circled the field while landing directions were changed to runway 22. We landed at approximately 21:10 EWT and taxied back to the parking area where the engines were stopped. Gas tanks were changed during the flight and carburetor ice was also checked three (3) or four (4) times. All seemed to work well except for the fluctuation of the left magneto indicator during change of RPM.

Louis R. Berner Jr.

LOUIS R. BERNER, JR.,
2nd Lieut., Air Corps.

STATEMENT

On the evening of 16 March 1944, 2nd Lt. McGinley, W. F., ASN O-319340, as pilot, and 2nd Lt. Murphy, R. E., ASN O-823509, as co-pilot, were engaged in a scheduled night local transition flight in AT-10 airplane, AF No. 41-1751.

The wind direction and velocity was five (5) miles per hour from the south-southwest. The take-off was initiated west on the east-west runway from intersection No. 7. Shortly after take-off, the following call was received by the undersigned control tower officer: "527 single engine on take ---", at which time, 21:49 ETT, the plane exploded upon making contact with the ground approximately three-fourths (3/4) mile from the end of the runway. The plane burned and was a complete wreck. Both the pilot and the co-pilot were killed instantly and burned beyond recognition.

The plane had been flown for a period of one hour and fifteen minutes (1:15) just prior to the above mentioned take-off with 2nd Lt. Murphy, R. E., as pilot, and no unusual occurrences were reported.

Wardell E. Hinderks
WARDELL E. HINDERKS,
Captain, Air Corps.

OK. R.P.

MOODY FIELD SUB-DEPOT
MAINTENANCE ENGINEERING DEPARTMENT
PRELIMINARY INSPECTION REPORT

Date 18 March 1944

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. 41-1751

Engines Type R-680-13 A.A.F. No. Left 42-171872 Right 42-172038

Total Time On Airplanes 1898:25 Home Station Moody Field, Georgia

Total Time On Engines L: 339:25 R: 339:25 Arrival Date 17 Mar. 1944

At approximately 21:50 o'clock, 16 March 1944, airplane AT-10BH, A.A. F. No. 41-1751, crashed and burned 3/4 mile west of Moody Field, Georgia. The airplane and both engines were damaged beyond repair. It is requested that airplane and both engines be surveyed in accordance with A.A.F. Regulation 65-43.

Estimated Time for Repair Awaiting survey.

Inspected by Wayne M. Reddick
for John R. Barker,
Chief Inspector,
Sub-Depot Maintenance.

(759I-18X3, 64 M 4678XQ 4185XCRASH ATIO)(RESTRICTED)



(759I-ABX3,64-M4678XQ4185XCRASH ATIO)(RESTRICTED)



(759I-ABX3.164-M4678XQ4185XCRASH ATIO)(RESTRICTED)



(759I-18X9.164-N4678XQ4185XCRASH ATIO)(RESTRICTED)



HEADQUARTERS
ARMY AIR FORCES PILOT SCHOOL (ADVANCED - 2 ENGINE)
MOODY FIELD, VALDOSTA, GEORGIA
OFFICE OF THE COMMANDING OFFICER

12-mld

360.33

RESTRICTED

25 March 1944

SUBJECT: Report of Aircraft Accident (WD AAF Form No. 14).

TO : Chief, 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-10 airplane, AF No. 41-1751, is transmitted herewith together with supporting papers in accordance with paragraph 1 a, Section V, Part Eight, AAF Regulation No. 62-14A, dated 28 January 1944.
2. This report has been personally examined by the undersigned, and the findings and recommendations of the Aircraft Accident Committee are concurred in.
3. The recommendations as set forth on Form No. 14 have been brought to the attention of all flying personnel at this station.
4. This accident was not caused by a violation of Flying Regulations.
5. As authorized by paragraph 2 b, Section I, Part Six, AAF Regulation 62-14A, dated 28 January 1944, report of investigation by Intelligence Officer is being forwarded.

84/17
H. F. Muentner
H. F. MUENTER,
Colonel, Air Corps,
Commanding.

1 Incl.
WD AAF Form No. 14,
Airplane No. 41-1751.

RESTRICTED

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION AIU

OFFICE OF FLYING SAFETY

FOR INFO OS

WINSTON-SALEM, NORTH CAROLINA

FOR FILE _____

DATE 17 MARCH 1944

T.W.X.

X

TELEGRAM

ADM NET

WU 14 LG GOVT MOODYFIELD GA 17 1210P

CHIEF FLYING SAFETY AAF WN

GR106 171700Z FOLLOWING REPORT OF AIRCRAFT ACCIDENT

SUBMITTED 16 MARCH 21:05 EWT THREE FOURTHS MILE W MOODY

FLD GA PD PILOT WILBUR F MCGINLEY 0819839 2ND LT AC

AAFEFTC MOODY DX FLD GA PD ENGINE FAILURE IMMEDIATELY

AFTER TAKE OFF AIRPLANE CRASHED AND BURNED PD PILOT

KILLED PD CO PILOT RUSSELL E MURPHY 0823509 2ND LT AC

AAFEFTC MOODY FLD GA KILLED PD TRANSITION TRAINING PD HIGH

SCATTERED CLOUDS VISIBILITY UNRESTRICTED WIND

SSW FIVE MPH PD 41-1751 AT-10 AAFEFTC 464TH TEFTS MOODY

FLD GA PD COMPLETE WRECK PF PRELIMINARY INVESTIGATION

INDICATES MATERIAL FAILURE PD 310TH SUB DEPOT PD MINOR

PD GROUP 1 ACCIDENT END HMO-558 FROM MUENTER MOODY FIELD

NO SIG....

(C)

100%	07	57	19
	18	61	84

543

Aircraft - 5
Engines - 5
Props - 5

44-3-16-41

#105/1804Z/BP

44-3-16-41

I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES

FOR ACTION A J U

OFFICE OF FLYING SAFETY

FOR INFO O S

WINSTON-SALEM, NORTH CAROLINA

FOR FILE _____

DATE 20 MARCH 1944

T.W.X.

TELEGRAM

ADM NET

WS V DC NR 41 PRIORITY

FROM ESTES AFAFS WASHINGTON D C 201335 Z

TO CHIEF AFAFS WINSTON SALEM N C

BRIEF OF AIRCRAFT ACCIDENT NO 4675

A 16 MARCH 44 2150 EWT

B 3/4 MILE WEST MOODY FLD GA

C 2ND LT W F MCGINLEY

D EFTC MOODY FLD GA

E TAKE-OFF ACCIDENT

F ENGINE FAILURE

G PILOT AND CO-PILOT 2ND LT R E MURPHY -- FATAL

H TRANSITION TRNG

I HIGH SCATTERED CLOUDS, VISIBILITY UNRESTRICTED, WIND SOUTH-SOUTHWEST 5 MPH.

J AT-10 41-1751 EFTC, MOODY FLD, GA

K COMPLETE WRECK

L

M ENGINE FAILURE IMMEDIATELY AFTER TAKE-OFF-CRASHED AND BURNED.

N TELETYPE

48-3-16-41
#89/1631Z/MM

I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES

OFFICE OF FLYING SAFETY

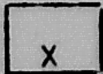
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU ✓

FOR INFO OS

FOR FILE _____

DATE 20 MARCH 1944



T.W.X.



TELEGRAM



ADM NET

WS V DC NR 41 PRIORITY

FROM ESTES AFAFS WASHINGTON DC 201335 Z

TO CHIEF AFAFS WINSTON SALEM N C

BRIEF OF AIRCRAFT ACCIDENT NO 4675

A 16 MARCH 44 2150 EWT

B 3/4 MILE WEST MOODY FLD GA

C 2ND LT W F MCGINLEY

D EFTC MOODY FLD GA

E TAKE-OFF ACCIDENT

F ENGINE FAILURE

G PILOT AND CO-PILOT 2ND LT R E MURPHY -- FATAL

H TRANSITION TRNG

I HIGH SCATTERED CLOUDS, VISIBILITY UNRESTRICTED, WIND SOUTH-SOUTHWEST 5 MPH.

J AT-10 41-1751 EFTC, MOODY FLD, GA

K COMPLETE WRECK

L

M ENGINE FAILURE IMMEDIATELY AFTER TAKE-OFF CRASHED AND BURNED.

N TELETYPE

#89/16312/BP

44-3-16-41

16321 02-43

RESTRICTED

BRIEF OF REPORT RECEIVED BY INTELLIGENCE BRANCH
PREVENTION AND INVESTIGATION DIVISION

STATION	Moody Field, Georgia
PLANE	AT-10, #41-1751
PILOT	Wilbur F. McGinley, 2nd Lt.
DATE	16 March 1944
RESULT	Airplane Crashed and Burned
NATURE	Due Possibly to Broken Fuel Pump Drive
REPORT STATES	"Immediately following subject incident a thorough examination was made of the engine, accessories and landing gear by competent personnel of the 310th Sub-depot, this station, under the supervision of Lt. Rudolph Parrish, Engineering Officer, which disclosed the adapter assembly fuel pump drive of the left engine was broken. The inspection of the fuel pump housing failed to disclose any evidence of that accessory receiving any blows whatsoever which would have caused said drive shaft to break, either before or as a result of the crash."
REFERENCE	PIINT 000.523
BRIEFED BY	Norman F. Lane, 1st Lt., A. C.

J. W. Warner
4-1-44

RESTRICTED

RESTRICTED

HQ. ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, 1, N. C.

DATE 4-1-44

THIS CIRCULATION SLIP WILL REMAIN WITH AND BECOME A PART OF THE PERMANENT RECORD.
INFORMAL REPLY MAY BE MADE UNDER REMARKS, ALSO ON REVERSE SIDE, TURNING BOTTOM EDGE UP.

TO	FROM	INITIALS	TO	FROM	INITIALS
	CHIEF OF FLYING SAFETY			OFFICE MANAGEMENT	
	DEPUTY CHIEF OF FLYING SAFETY			PERSONNEL	
	CHIEF, SAFETY SERVICE			MATERIAL & MAINTENANCE	
	SAFETY EDUCATION		<input checked="" type="checkbox"/>	PREVENTION & INVESTIGATION	
<input checked="" type="checkbox"/>	RESEARCH & STATISTICS			FLIGHT CONTROL	
	REGULATIONS & ENFORCEMENT			MAIL & RECORDS	
	MEDICAL			LIBRARY	
	CHIEF, ADMINISTRATIVE				
	ADMINISTRATIVE DIVISION				

ACTION DESIRED:

----- COORDINATION
----- FILE
----- NECESSARY ACTION
----- NOTE AND RETURN

----- REMARKS
----- REPLY
----- SIGNATURE
----- FOR YOUR INFORMATION

REMARKS:

Attention: Lt. Robert

RESTRICTED