

DESCRIPTION OF ACCIDENT

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

NARRATIVE STATEMENT

This ship was the second element leader of a flight making a practice bomb run. During a turn, the ship flying No. 5 position (on right wing) lost sight of its element leader and was observed to cross above and descend on this ship's left side, knocking off the left vertical stabilizer with its right wing. Both ships successfully flew back to base.

RESPONSIBILITY

The responsibility for damage to this aircraft is placed entirely on the pilots of the right wing ship. A separate accident report has been submitted concerning pilot error and damage of the wing ship.

ACTION TO PREVENT REPETITION

All pilots have been instructed to keep element leader in view at all times, even though co-pilot is at controls. All have been shown pictures of this accident and told how it occurred.

LEROY L. STEFONOWICZ,
Colonel, Air Corps.
Commanding.

JOHN S. HOPKINS.
Lt. Colonel, Air Corps.

FRANCIS J. HOERMANN,
Lt. Colonel, Air Corps.,
Acft., Accident Officer.

EDWARD L. WAGNER,
Major, Medical Opt.

CHARLES B. HODGES JR.,
Major, Air Corps.

RICHARD E. PROUTY
Captain, Air Corps.
Acft. Investigating Office



Signature _____
(Investigating Officer)

(Investigating Officer)

Date _____

727TH BOMBARDMENT SQUADRON (H)
APO 520 U S Army

S T A T E M E N T

Our formation consisting of six ships had just turned on the bomb run on Range #7 when the accident occurred. Time was approximately 1115.

The lead ship made a quick correction to line up on the target and our ship flying in number four position was a little out of position to the right. Our co-pilot, Major Lather, was flying at the time of the accident and the first indication I had of trouble was when the Major yelled that something was wrong with the ship. The ship had gone into a fairly steep turn to the right and I grabbed the wheel and helped level the ship. There was no violent crash at the time of impact and the only sensation I had was a slight jar which felt similar to prop-wash interference.

Richard P. Owsley
RICHARD P. OWSLEY,
1st Lt., Air Corps,