

Accident No. 45-10-27-528

Date

Checked by [Signature] 11-23-49

Analyzed by \_\_\_\_\_

Copied for Wright

Field by [Signature]

Notes \_\_\_\_\_

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3989:10-440FS

**RESTRICTED**

AAF STATION F-342  
WAR DEPARTMENT

ACCIDENT No. \_\_\_\_\_

U. S. ARMY AIR FORCES

45-10-27-505

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place Bombing Range, Llanbedr, Merionethshire (2) Date 27 October 1944 (3) Time 1450 hours  
 AIRCRAFT: (4) Type and model F-47D 010 (5) A. F. No. 42-22541 III (6) Station AAF Station F-342  
 Organization: (7) 8 FC 8 AF (8) 495th Ftr Tng (9) 551st Ftr Tng  
 (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)
P	Traige, John R	P	0 714 529	2d Lt	18	AC	8 FC	No Injury	

**PILOT CHARGED WITH ACCIDENT**

(20) Traige, John R (Last name) (First name) (Middle initial) (21) 0 714 529 (Serial number) (22) 2D LT (Rank) (23) 18 (Personnel class) (24) AC (Branch)  
 Assigned (25) 8 FC 8 AF (Command and Air Force) (26) 495th Ftr Tng (Group) (27) Hq & Hq (Squadron) (28) AAF Station F-342 (Station)  
 Attached for flying (29) 8 FC 8 AF (Command and Air Force) (30) 495th Ftr Tng (Group) (31) Hq & Hq (Squadron) (32) AAF Station F-342 (Station)  
 Original rating (33) P (Rating) (34) 12 Mar 44 (Date) Present rating (35) P (Rating) (36) 12 Mar 44 (Date) Instrument rating (37) \_\_\_\_\_ (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type 96:50 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model 50:50 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 43:20 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 330:45 (45) Night time last 30 days \_\_\_\_\_

**AIRCRAFT DAMAGE**

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	Major damage to propeller, engine, primary cowling.
(47) Engine(s) <u>M 4</u>	Minor damage to belly. No other damaged parts.
(48) Propeller(s) <u>M 4</u>	

(50) Weather at the time of accident 6/10 cloud at 2500 ft. Vis. 20 miles. Wind WSW 15 mph.

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

(52) Cleared from AAF Station F-342 (53) To Local (54) Kind of clearance Local

(55) Pilot's mission Non-Operational Skip bombing.

(56) Nature of accident Flying accident. After completing practice bombing and strafing runs on target, pilot made dry run, struck sand dune, bent propeller and tore off bomb rack. Landed without further mishap.

(57) Cause of accident Momentary loss of control.

(58) U/R not submitted.

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DESCRIPTION OF ACCIDENT

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

INVESTIGATING OFFICER'S STATEMENT

On October 27, 1944 at approximately 1450 while scheduled on a Training Bombing and strafing mission, Lt. Traige hit prop wash on his final run, momentarily lost control of his aircraft, and struck a sand bar.

Lt. Traige was flying in No. 3 position and as the instructor Lt. Cherry made a final run on the target, he broke off to the right. Lt. Traige being on the inside of the turn hit the prop wash from the aircraft in No. 2 position, momentarily lost control of his aircraft and felt a slight jar as he struck the sand bar.

Noting that the aircraft functioned normally, Lt. Traige informed the leader by R/T (Channel "B") of the mishap. Neither the instructor nor the No. 2 man saw the accident occur. Not familiar with the circumstances, and taking the word of the pilot, the instructor headed for home by the northern route as the hills were covered with cloud.

After approximately 15 minutes of flying Lt. Traige reported over R/T that he noted a vibration. The instructor then led Lt. Traige to an airdrome and instructed him to pancake.

The range controller was unable to see the accident due to the 30 ft. sand dune which obstructed the view. The range radio frequency operates on channel "C". The flight was on channel "B" at the time of accident as they had cleared from the range.

It is my opinion that Lt. Traige was too close to the aircraft in the No. 2 position and while concentrating his sights on target, his aircraft hit prop wash. The apparent altitude was such that Lt. Traige had no time for recovery.

GROUP II ACCIDENT

Pilot Error . . . . .100%  
Major Cause . . . . .Poor Technique

Signature

*Walter G. Kis*

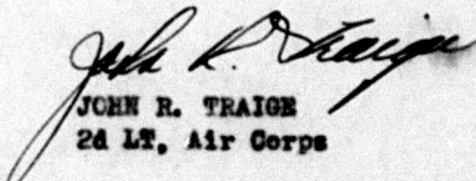
WALTER G. KIS, CAPT, AIR CORPS

Date 5 November 1944

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## PILOT'S STATEMENT

I was flying number three position in Redman Red flight on October 27, 1944. We were making bombing runs and strafing runs on targets at the range. We were making a final pass on the target and as I pulled over the sand dunes I hit prop wash from the ship in front of me. This caused me to lose control of the ship momentarily. In this moment I struck a sand bar just beyond the dune and felt a slight jar. This happened at 1450 hours. I immediately called my flight leader and told him of my trouble. The ship seemed to fly well enough, so we continued on. About 1505 hours, my engine began to vibrate and I called my leader on "B" for Baker, channel and told him about the vibration. He then told me to pancake at an airfield we just had passed. I did and made a safe landing. On examining the aircraft I found the prop was bent at the tips and my bomb rack torn off. No injuries were sustained by myself.

  
JOHN R. TRAIGE  
2d LT, Air Corps

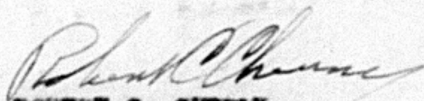
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FLIGHT LEADER'S STATEMENT

On 27 October 1944, on a scheduled dive bomb and strafing mission, Lt. Traige, was flying, my no. 3.

After completing the mission I made a dry run and turned north up the coast, Lt. Traige called and said he had hit a sand bar but reported he was still OK so we continued on course. At approximately 1505 hrs. he called and said his engine was running rough so I led him into Llondwrog. I landed also to check the plane and then returned to Base.

  
ROBERT C. CHERY,  
1st Lt., Air Corps.

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Beatrice

(GAD-126-1-F342)(27 OCT. 44)(A/c 42-22541-P47)

Beatrice

AD-176-1-F342 (27 OCT. 44) (A/c 42-22541 -P47)

Beatrice

136-1-F342 (27 OCT. 44) (A/c 42-22541 -P47)