

Accident No. 43-517-511

Date 7-20-43

Checked by MT

Analyzed by R.L.

7-21-43

Copied for Wright
Field by _____

Notes _____

07 (Nature Cause) Take off

47 (Specific Nature) Groundlooped

49 (Underlying Cause) Loss of control

02 (Cause Group) Technique

27 (Specific Cause) Momentary lack of proficiency

16 (Underlying Cause) Undercontrolling

RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT
U. S. ARMY AIR FORCE
REPORT OF AIRCRAFT ACCIDENT

SECRET

165

45-5-19-511
4

(1) Place LLANBEDR (2) Date 19 May, 1943 (3) Time 18:15
AIRCRAFT: (4) Type and model P-47C (5) A. F. No. 41-6356 (6) Station AAF F-356
Organization: (7) 8FC - 8AF (8) 4th Fighter Gp 335 Fighter Squadron 22/2
(Command and Air Force) (Group) (Squadron)

| DETY | NAME (Last name first) | RATING | SERIAL NO. | RANK | PERSONNEL CLASS | BRANCH | AIR FORCE OR COMMAND | RESULT TO PERSONNEL | USE OF PARACHUTE |
|------|---------------------------|--------|------------|---------|-----------------|--------|----------------------|---------------------|------------------|
| (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) |
| P | ELLINGTON, PAUL M. | P | 0-885200 | 1st Lt. | 9C 01 | AC | 8FC | None / | None |

PILOT CHARGED WITH ACCIDENT

(20) ELLINGTON PAUL M. (21) 0-885200 (22) 1st Lt. (23) 9C (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8FC - 8AF (26) 4th Fi Gp (27) 335 Fighter Sq. (28) AAF F-356
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8FC - 8AF (30) 4th Fi Gp (31) 335 Fighter Sq. (32) AAF F-356
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 24/9/42 Present rating (35) P (36) 24/9/42 Incident rating (37) ---
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type 37:45 (42) Instrument time last 6 months ---
(39) This model 37:45 (43) Instrument time last 30 days ---
(40) Last 90 days 65:05 (44) Night time last 30 days ---
(41) Total 280:55 (45) Night time last 90 days ---

AIRCRAFT DAMAGE

(46) Aircraft M 4 (47) Engine(s) 0 (48) Propeller(s) W 5
DAMAGE (49) LIST OF DAMAGED PARTS
Both wings, fuselage, undercarriage.
Major overhaul.
Complete wreck.

(50) Weather at the time of accident 00

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Llanbedr (53) To Debden (54) Kind of clearance 22/2

(55) Pilot's mission Cross country flight. 22/2
62

(56) Nature of accident Takeoff accident. NG 311 111
07 47 47

(57) Cause of accident Loss of directional control on takeoff.
lost directional control 27 16



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DESCRIPTION OF ACCIDENT

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

Lt. Ellington started his takeoff with the aircraft headed slightly toward the left side of the runway. The aircraft swerved slightly more to the left and reached the center of the runway about 225 yds. from the start of takeoff, when application of rudder and brake checked the left swing and caused the aircraft to swerve to the right. Pilot was unable to check this swing to the right, which gradually increased until the left landing gear folded inward, the left wing struck the ground, the right landing gear folded outward at an angle of about 45 degrees, letting the aircraft down on its belly; the propeller struck the ground and the aircraft skidded to a stop, facing in the direction from which it came.

Pilot states he was in the habit of taking off with tailwheel unlocked. This had been a common practice among some of the pilots.

Immediate Cause: Loss of directional control during takeoff.

Underlying Cause: Habit of taking off with tailwheel unlocked.

The accident is analyzed as pilot error, 100%, in that the pilot lost directional control during takeoff.

Remarks: Instructions have been issued requiring that the tailwheel be locked for takeoff.

John F. Malone
Signature of JOHN F. MALONE, LtCol, AC, Acftacc. O.
(Investigating Officer)

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Date 25 June, 1943.

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PILOT'S STATEMENT:

I taxied into position and started my takeoff immediately. I was headed just a trifle to the left. The aircraft swerved to the left a trifle more, as I started taking off, and I used rudder and brake to turn back to the right. It kept turning more to the right, in spite of all I could do. The left gear folded underneath about the time I left the runway, the wing-tip scraped the ground and the aircraft came to a stop headed back in the direction from which I came.

/s/ Paul M. Ellington
PAUL M. ELLINGTON,
1st Lt, AC,
Pilot.

A TRUE COPY

Julius W. Toy
JULIUS W. TOY,
1st Lt, AC.

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