

Accident No.

44-3-27-538

Date

Checked by

[Signature]

5-9-44

Analyzed by _____

Copied for Wright

Field by _____

Notes _____

1225:9-43

Accident No.

Pilot's Name

Nature Group

Specific Nature

Underlying Nature

Cause Group

Specific Cause

Underlying Cause

Cause Group

Specific Cause

Underlying Cause

code - both sheets
found

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A. A. F. STATION 342

ACCIDENT No. _____

RESTRICTED

REPORT OF AIRCRAFT ACCIDENT

44-3-27-538

(1) Place 1 mi. E of Overton, Flintshire (2) Date 27 March 1944 (3) Time 16:15

AIRCRAFT: (4) Type and model P-38J 210 (5) A. E. No. 42-104203 (6) Station AAF Station 582

Organization: (7) U.S.S.T.A.F. (8) 27 Air Tr. (9) 310 Ferrying
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DOVT (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	Pearson, Howard N.	P	T-190927	F/O	16	A.C.	8 AF	None	---



RESTRICTED

BY AUTHORITY OF _____

BY _____ DATE _____

PILOT CHARGED WITH ACCIDENT

(20) Pearson, Howard N. (21) T-190927 (22) F/O (23) 18 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)

Assigned (25) 8 AF (26) 27 Air Tr. (27) 310 Ferrying (28) AAF Station 582
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) 8 AF (30) 27 A.F. (31) 310 Ferrying (32) AAF Station 582
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) P (34) 9 Oct. 42 Present rating (35) P (36) 9 Oct. 42 Instrument rating (37) _____
(Rating) (Date) (Date) (Rating) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type 10.6 (42) Instrument time last 6 months _____
(39) This model 5.8 (43) Instrument time last 30 days _____
(40) Last 90 days 67.8 (44) Night time last 6 months _____
(41) Total 467.7 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>0 4</u>	Props, engines, cowlings, belly tanks, flaps, port aileron, right inboard main plane, left vertical stabilizer and rudder and elevator. No other.
(47) Engine(s) <u>0 4 4</u>	
(48) Propeller(s) <u>0 4 4</u>	

(50) Weather at the time of accident 2 to 3 miles visibility in haze. No cloud.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Burtonwood (53) To Stony Cross (54) Kind of clearance Contact

(55) Pilot's mission Ferry

(56) Nature of accident Wheels up landing in plowed field. Struck hedge fence and stopped.

(57) Cause of accident Failure, due to inexperienced, to properly use fuel selectors.

(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)

ACCIDENT COMMITTEE'S STATEMENT

On March 27, 1944, at approximately 1615 hours, Lt. PEARSON, while on a ferry trip to Stony Cross, made a forced landing in a plowed field due to apparent engine trouble.

From Lt. PEARSON'S account of the accident, it is quite evident some malfunction of equipment was the cause. He reports the right engine quit with indications of black smoke and the left engine quitting accompanied by a series of explosions.

According to the attached engineering report, it is obvious the fuel selectors were not used properly.

Considering the starboard engine, which was the first to go, the pilot admits he was using his main tank from time of take-off. Due to the overflow of the main tank fuel into the reserve when the fuel selector is on main, it is quite possible the overflow filled up the lines due to a full reserve tank. Had this occurred, the back pressure of the fuel into the carburetor caused an over rich condition to exist --- as indicated by the presence of black smoke --- thereby flooding the engine, causing the stoppage. The right carburetor was inspected and found to have an over abundance of fuel in the chamber.

Had the pilot used the reserve tank for a period of 10 to 15 minutes before using his main, the above situation would not have occurred.

The port engine quit after the starboard and upon inspecting the carburetor, it was found to be dry. The pilot reports he was on main tank on this engine also. Further investigation proved he also had his toggle switch for the outboard "Tokyo" tank selected to on.

From questioning experienced pilots, it is concluded that under these conditions, when fuel had been exhausted from the "Tokyo" tank, a vapor lock would develop causing the engine to starve even though the main tank was on.

Further questioning of the pilot proved he was not familiar with the toggle switch junction box which controls the fuel pump, outboard tanks and cross feed selector.

In our opinion, had this pilot been more thoroughly checked out in this type aircraft, this accident would not have occurred.

GROUP I ACCIDENT

Pilot Error ----- 100%

Major Cause----Inexperience

Minor Cause----Poor Judgement

It is recommended that in the future a more thorough cockpit check be given ferry pilots who are to fly aircraft with which they are not familiar.

Signature Donald E. Renwick
(Investigating Officer)
 DONALD E. RENWICK, Major, A.C.
 Signature Ervin L. Miller
 ERVIN L. MILLER, Major, A.C.
 Signature Frank E. McCauley
 FRANK E. MCCAULEY, Capt., A.C.

Date 1 April 1944

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PILOT'S STATEMENT

On March 27, 1944 I, F/O Howard N. Pearson cleared from Burtonwood for Stony Cross in a P-38J #4203. I was airborne at 1600 hours and after 12 to 15 minutes of flight, my right engine started cutting on and off and belching light black smoke. I changed tanks immediately to no effect and prior to the failure, all instruments were on the green line including both main and reserve tanks showing full by the gauges. I increased and decreased the throttle which had no effect on the right engine. By this time the engine slowed down to about 600 R.P.M. and then slowing to about 200 R.P.M. My altitude at the time of the failure was only 1400 feet so I didn't have time to observe any more. At this time, I feathered the right engine, then gas-off, throttle and mixture back and switches for the right engine off.

At this time I believe I was at about 300 to 500 feet and was using the left engine at 40 inches mercury and 2400 to 2500 R.P.M. The plane seemed to operate O.K. and I started looking for an air-drome and also started to climb very slowly. After two minutes of flying at this setting, I heard five explosions which seemed of an internal nature come from the left engine. These explosions shook the whole ship and I switched tanks and opened and closed throttle to no avail. After the explosions the left engine revved down to an idling speed and would then respond to throttle up to a certain extent but would not maintain altitude. Then the engine more or less settled down to a slow run. At this time I was 100 feet above tree top and coming down like a rock. I managed to squeeze it into a field 100 yards long with wheels up and flaps down. Whatever the trouble was with the two engines, I didn't have enough time to try everything to restore power. After the first failure I lost altitude quickly to 300 to 500 feet and then two minutes later the left engine went and time was very short.

Howard N. Pearson
HOWARD N. PEARSON,
Flight Officer, Air Corps.

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OFFICE OF THE STATION ENGINEERING OFFICER
AAF STATION 342
APO 639

28 March, 1944.

SUBJECT: Investigation of P-38 Aircraft, Serial No. 42-104203.

TO : Operations Officer.

1. The following information is submitted following investigation of P-38 aircraft, 42-104203, on 28 March 1944.

a. Fuel Tanks

- (1) Right Main - Full
- (2) Right Auxillary - Full
- (3) Right Reserve - Empty
- (4) Right Wing Tank - Empty - No sign of fuel being put in tank.
- (5) Left Main - Full
- (6) Left Auxillary - Full
- (7) Left Reserve - Empty
- (8) Left Wing Tank - Empty - No sign of fuel being put in tank.

b. Oil Tanks

- (1) Right - Full
- (2) Left - Full

c. Engine Controls

- (1) Right - Jammed - due to crash
- (2) Left - Function Normal

d. Fuel Cocks

- (1) Left - off
- (2) Right - reserve on - jammed due to crash.
- (3) Right outer tank - off
- (4) Right fuel pump - off
- (5) Left outer tank - on
- (6) Left fuel pump - off
- (7) Cross suction fuel valve - off

e. Carburetors - Chamber C & D

- (1) Right - filled with gas
- (2) Left - Empty

f. Propeller Positions

- (1) Right - feathered
- (2) Left - Torn from engine - blade angle indicates High pitch. Position of feathering switches indicates that left switch was not used and the guard over the right was raised indicating use.

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2. Removing the drain plugs from chamber C & D of the left carburetor, the fuel selector cock as it was, and the booster pump on, no fuel was pumped into the carburetor. When the selector cock was turned to left auxillary, fuel poured from the drain holes.

3. Removing the drain plugs from chamber C & D of the right carburetor, fuel selector cock as it was, booster pump on, no fuel flowed from the carburetor. Due to the cock being jammed further investigation was dropped.

J. H. Horner
HERRICK J. HORNER,
WOJG, U.S. Army,
Asst. Station Engineering Officer.

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(GAD-46-2-342)(27-MAR-44)(AK-42-104203-P-38)



(GAD-46-1-342)(27-MAR-44)(AK-42-104203-P-38)



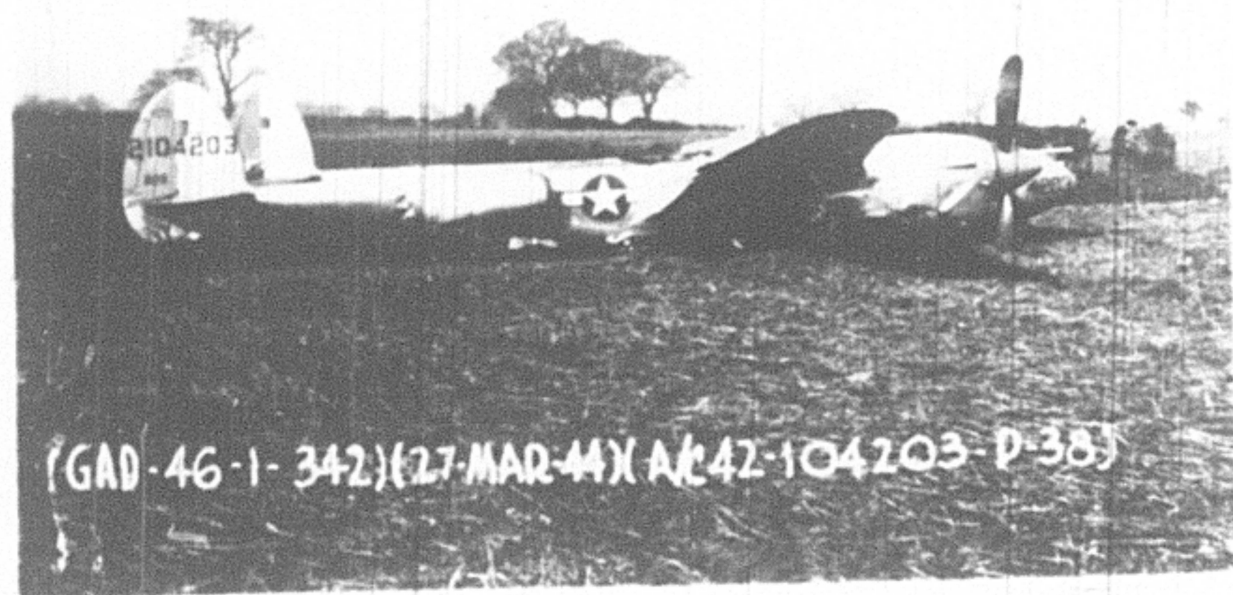
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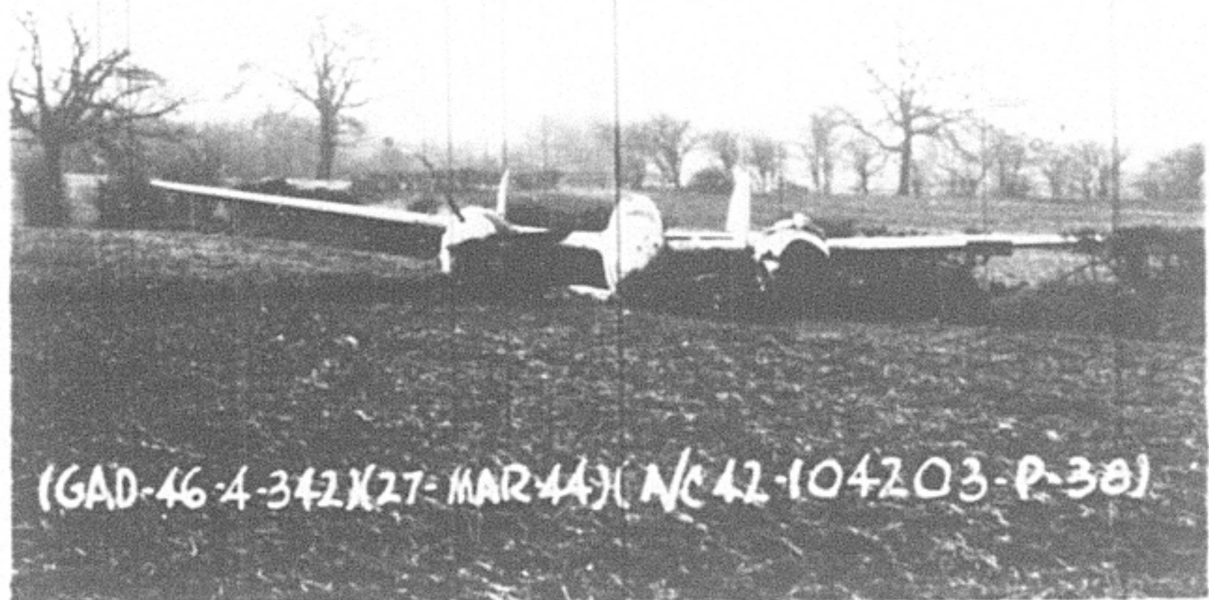
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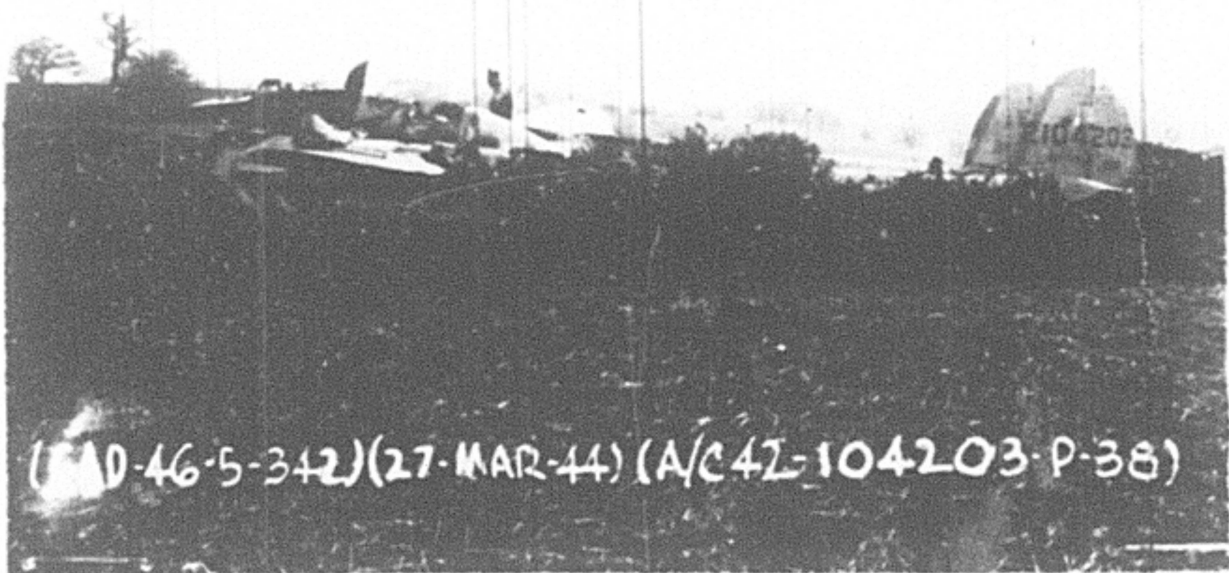
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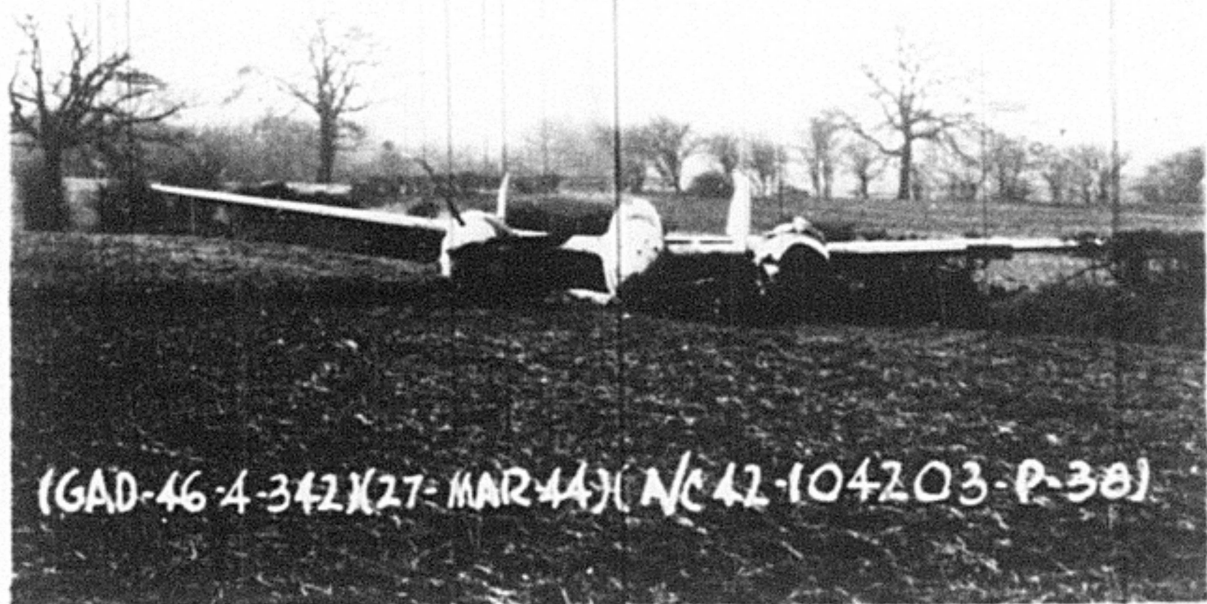
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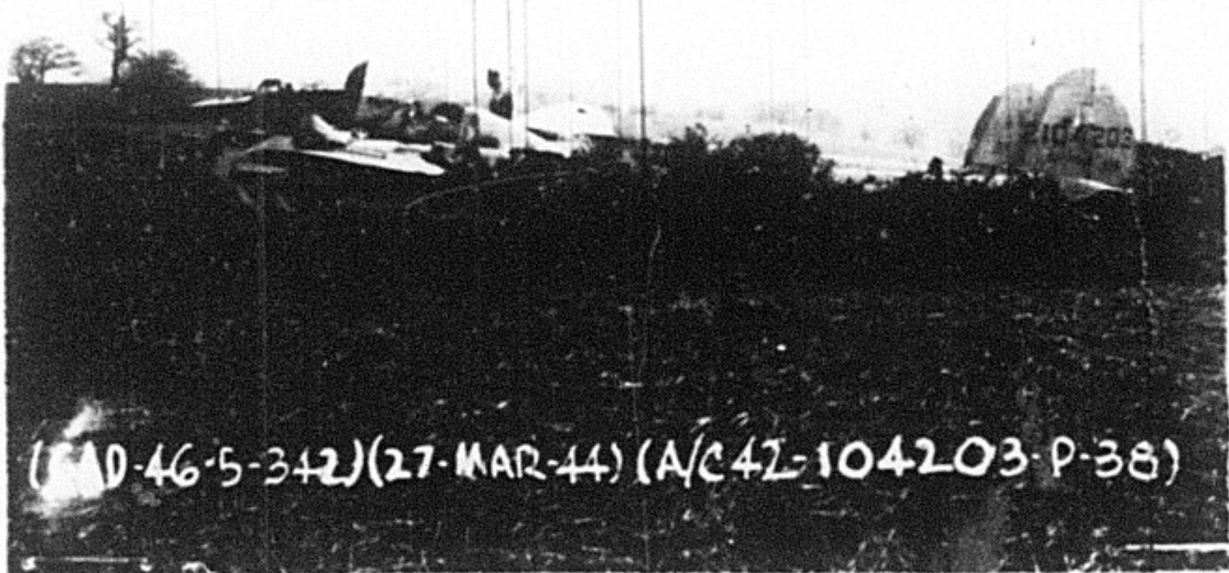
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(GAD-46-5-342)(27-MAR-44)(A/C 42-104203-P-38)



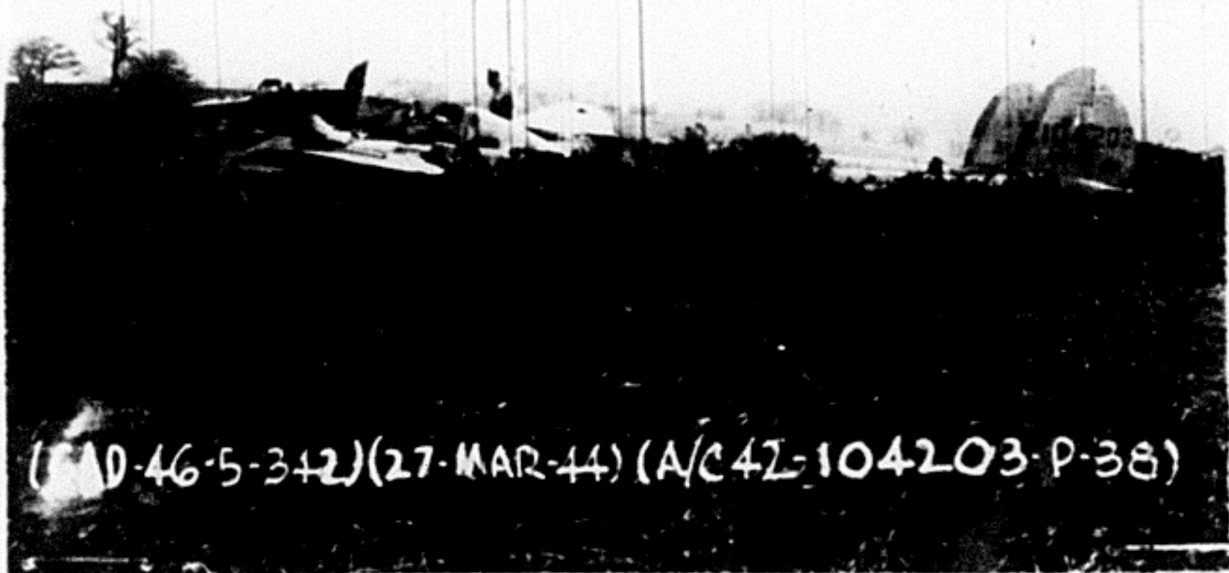
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(GAD-46-5-342)(27-MAR-44)(A/C 42-104203-P-38)



(GAD-46-4-342)(27-MAR-44)(A/C 42-104203-P-38)



(GAD-46-5-342)(27-MAR-44)(A/C 42-104203-P-38)

