

10/17/49
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TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

- (1) The Accident Classification Committee of _____ met on _____ and determined the following:
- (2) Place, date, and time of accident: 2 1/2 miles east of Borgenes, Iceland, 9/19/41, 10:45 AM.
- (3) Aircraft station: Reykjavik Field, 33rd Fur Sq (1) 1st Echelon
- (4) Aircraft model: P-40C A.C. No. 41-13429
- (5) Date accepted from contractor: 4/14/41
- (6) Total hours: 56:40 Hours since overhaul: New
- (7) Engine model: V-1710-53
- (8) Engine A. C. No.'s: L. O. _____ L. I. _____ R. 41-35700
- (9) Extent of damage to engine(s): L. O. _____ L. I. _____ R. I. _____ R. O. _____
- (10) Total engine hours: L. O. _____ L. I. _____ R. I. 56:40 R. O. _____
- (11) Engine hours since overhaul: L. O. _____ L. I. _____ R. I. New R. O. _____
- (12) Purpose of flight: Interception mission
- (13) Took off from: Reykjavik Field Time: B:15 AM
- (14) Weather at time of accident: (If weather was a causal factor attach copies of weather report and forecast for the flight.)
low ceilings poor visibilities, rain.
- (15) Pilot (name and rank): Howard A. Tuman, 2nd Lt. AB.
- (16) Pilot's station: Reykjavik Field, Iceland.
- Reg. Army _____ Res. ext. duty Res. inactive _____
Res. 14-day _____ Grad. cadet _____ Student _____
Other (specify) _____
- (18) Org.—assigned: 33rd Fur Sq (1) 1st Echelon TF-4
- (19) Org.—attached for flying: 33rd Fur Sq (1) 1st Echelon
- (20) Regular duties assigned: Airplane commander. TF-4
- (21) Original pilot rating and date: Pilot 5/29/41.
- (22) Total pilot hours: 285:35 Hours on this model: 57:15
- (23) Hours per month last 3 months:
(1) 29:00 (2) 11:20 (3) 24:20
- (24) Models flown last 3 months:
(1) P-40C
(2) C-40B
(3) B-1BA
- (25) Secure from Flight Surgeon, if pilot error is a causal factor: Was there any physical or neuropsychic condition which would in any way account for this accident? Yes or No. NO.
If "Yes", attach complete statement of the condition and its bearing upon the accident.
- (26) Damage to private property: Yes or No. NO.
If "Yes", attach A. C. Form No. 17, "Damage to property certificate."

RESULTS TO PERSONNEL					PER. PERSONNEL ERROR		AIRCRAFT STRUCTURE		CAUSES					
DUTY	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS: C—Commander N—Navigator B—Bomber P—Pilot R—Radio operator O—Other crew CP—Co-pilot E—Engineer X—Passenger OB—Observer G—Gunner PH—Photographer				A Fatal	B Major injury	C Minor injury	D No injury	Total personnel	%	%	%	CAUSES	
	Name, rank, and Army status, (or Regular Army, Res. ext., Res. inact., etc.)													
P	Howard A. Tuman, 2nd Lt. Air-Res.							X					PILOT ERROR	Error of judgment, Poor technique, Disobedience of orders, Carelessness or negligence, Miscellaneous.
													OTHER PERSONNEL	Supervisory personnel, Maintenance personnel, Other personnel.
													POWER PLANT	Fuel system, Cooling system, Ignition system, Lubrication system, Engine structure, Propeller and propeller accessories, Engine control system, Miscellaneous (specify).
													MATERIAL	Undetermined, Flight control system, Movable surfaces, Stabilizing surfaces, struts, wires, and fittings, Wings, struts, wires, and fittings, Landing gear struts, wires, fittings, and retract. mech., Wheels, tires, and brakes, Fuselage, engine mount and fittings, Cowling, fairing, and fittings, Tail wheel assembly and ext., Miscellaneous (specify).
													STRUCTURE	Undetermined, Handling qualities, Instruments, Miscellaneous equipment (specify).
													MISCELLANEOUS	Weather, Darkness, Altitude or terrain, Other, Undetermined.
DAMAGE TO AIRCRAFT (Less power plant)														
NATURE (Look one only)														
A—Collisions in full flight with other aircraft.														
B—Collisions in full flight with objects other than aircraft.														
C—Spins or stalls following engine failure.														
D—Spins or stalls without engine failure.														
E (1)—Emergency forced landings.														
F (2)—Delayed forced landings.														
G—Landing accidents.														
H—Take-off accidents.														
I—Taxing accidents.														
J (1)—Flap in the air.														
J (2)—Flap on the ground.														
K—Structural failure.														
L—Miscellaneous.														
M—Undetermined.														

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(28) Pilot's Statement (state how the accident occurred, giving all details as to conditions, causes, and influencing factors):

"I took-off at 8:15 A.M. on an interception problem and flew to the Vestmannaeyr Islands. The weather was heavily overcast with broken clouds and I climbed to 14,000 feet to get above the cloud level. I then flew from there on a course to Hafnarfjörður. At a point approximately 50 miles from there (Hafnarfjörður), I turned around and started back to Reykjavik. The weather had become worse and over Langjökull it had closed at 12,000 feet so I made a let down to 6,500 feet. There was no opening there so I climbed back to 10,000 feet on instruments and flew between two cloud layers until I saw a hole in the ceiling about 30 miles west of my course. I had been flying against a very strong headwind. I let down through the hole into a valley where the ceiling was 300 feet with light rain. The valley led to the sea and I attempted to fly through to Reykjavik by following the coast line, but the ceiling was down to zero and raining on the ocean. I then went back to land and landed 2 1/2 miles from Borgarnes, wheels-up, in a grass field. I had approximately 8 gallons of gasoline when I landed.

The damage to the ship included propeller, belly cowling, engine, flaps, and cooler. There was no injury to personnel. The time was 10:45 A.M., when I landed. I was unable to contact Reykjavik by radio while in the air".

Signature Howard A. Tulan
HOWARD A. TULAN, 2nd Lt., Air Res.

(29) STATEMENT OF ACCIDENT CLASSIFICATION COMMITTEE (give complete causal statement, amplifying the pilot's statement where necessary to explain the causes):

[Faint, mostly illegible text of the accident classification committee statement]

(30) RECOMMENDATIONS:

[Faint, mostly illegible text of recommendations]

Each member of the Committee has read and understands A. G. Circular No. 15-14, A. R. 99-123, and N. A. C. A. Report No. 576.
The above statement and recommendations, and the classification and analysis shown on the reverse hereof, are the consensus of opinion of this Committee.

Signed: [Signature] (Chair)
Signed: [Signature] (Vice-Chair)
Signed: [Signature] (Member)

(31) REMARKS AND RECOMMENDATIONS (to be filled out if this report is initiated at other than the home station):

Station _____ Date _____ Signature _____

(32) REMARKS AND RECOMMENDATIONS:

Findings and recommendations concurred in. Range beacon was requested prior to departure from U.S. and I was advised that one 100 watt MRL range would be located at New York Port of Embarkation prior to scheduled date of departure, July 7, 1941. To date this has not been received by this unit.

- Enclosures (fill out those not applicable):
- Airframe (Airship) Flight Report
- Un satisfactory Report
- Photographs
- Certificates of principal witnesses
- List of damaged parts
- Newspaper clippings
- Damage to property certificates, A. G. Form 17.

Station Reykjavik, Iceland Date September 19, 1941

Signature [Signature]
EDWARD M. LORRIS, 1st Lt., Air Res.

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