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U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. 146. 44-6-30-526

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RESTRICTED

### DESCRIPTION OF ACCIDENT

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

It is the opinion of this board the accident is due to one hundred (100) percent Pilot error.

The pilot (Lieutenant Mashe) was cleared from AAF Station 510, to AAF Station 128. Enroute to AAF Station 128, the Pilot circled this base and bussed a Squadron area four (h) times. On the fourth pass the Pilot flew his aircraft so near the ground he struck a bystander (Lieutenant Shearer), thus throwing the aircraft into the side of a niessen but.

The Pilot suffered minor outs and bruises.

Lieutement Shearer, suffered (1) severe laceration of the neck which severed the right sternomastoid muscle. (2) Moderate concussion.

Signature Lenge H. Morl (Investigating Officer)

George H. Koehne, Jr., Major, AC

Phillip M. Algar, Captain, AC.

Llord E. Helmley, factain, AC.

Date 8 July, 19th

SUBJECT: Pilot's Statement of Aircraft Accident.

TO : Whom it May Concern.

B.

I took off from Heston airport about 1630 on June 30, 1944. It was to be a cross country flight direct to Deenethorpe. Instead of going direct to Deenethorpe, I decided to buzz Grafton Underwood, which was a few miles off course to my left. I came in low toward the 546th Squadron area on a heading of about 60 degrees. I made several passes at the area and was coming back again and then proceed on to Deenethorpe. I came in on a heading of about 70 degrees over the area and put the airplane in a steep turn and slight dive to the right. By this time I was over the area and was going to level out and pull up. I tried this but I couldn't seem to baise my right wing. The wind at the time was about ten to fifteen MPH from the southwest and also very gusty. I believe a gust of wing caught my left wing and held it down for a few seconds. After that it was evident I was going to crash, as it was too late to level out and pull up.

ROBERT E. MAAHS, 1st Lt., Air Corps.

# HEADQUARTERS AAF STATION NO 106 Office of the Flying Control Officer

3 July, 1944.

SUBJECT: Accident Report on Piper Cub #568.

03

TO : OOM ANDING OFFICER, AAF Station 106, APO 557, U.S. Army.

1. I was on duty at the control tower on the evening of July-1, 1944. About 1805 hours Col Buck called and wanted to know if the plane that crashed in the 546th Squadron area was one of ours. This was the first information I had received in regards to the crash. I immediately dispatched an ambulance and crash tender to the scene of the crash. Upon arrival at the scene of the crash I found three (3) ambulances already there. The plane was a Piper Cub, number 568, pilot Lt. Maahs.

J.W. LOTER,

1st Lt., Air Corps, Flying Control Off.

## RESTRICTED

# HEADQUARTERS BASE AIR DEPOT AREA AIR SERVICE COMMAND UNITED STATES STRATEGIC AIR FORCES IN EUROPE APO 635

AAF 590 19 July,1944

360.33

SUBJECT: Letter of Transmittal.

to : Chief of Flying Safety, AAF Winston Salem 1, North Carolina.

1. Transmitted herewith in compliance with AAF Regulation 62-14, Form 14 and Allied Papers on the following Aircraft Accidents:

- a. AAF Station 106, L4B, 43-685, 30.6.44., 1st Lt. Mashs, Robert E., 27th Air Transport Group, 325th Ferrying Squadron.
- b. AAF Station 597, P-47D, 42-7870, 6.7.44., 1st Lt. Langford, George T., 27th Air Transport Group, 312th Ferrying Squadron.
- c. AAF Station 597, B-24D, 42-63797, 7.7.44., Captain Sayers, E.F., Hq. & Hq. Squadron, AAF Station 597.

For the Commanding General:

DUDLEY D. BRODIE, Lt. Col., AGD

Adjutant General

008757

3 Incls:

Incl 1 - AAF Form 14 and Allied Papers on L4B, 43-685.
 Incl 2 - AAF Form 14 and Allied Papers on P-47D, 42-7870.
 Incl 3 - AAF Form 14 and Allied Papers on B-24D, 42-63797.



































