

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Bradley, George P.

P47M-1RG

45-2-10-5020

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. 45-2-10-920

Date

Checked by [Signature]

3-31-45

Analyzed by _____

Copied for Wright

Field by [Signature]

Notes _____

3989:10-447FS

DESCRIPTION OF ACCIDENT

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

Lt. Bradley took this ship to altitude for a test and power check. He found that the ship was normal in all respects except that he slowly lost RPM with his prop selector in the normal position.

After a power check at 20,000 feet, Lt. Bradley reduced his settings and started an easy let down, using about 35" manifold pressure. Upon reaching the field, he crossed the edge of the field, preparatory to entering the traffic pattern. He then noticed he had lost power and went thru a cockpit check in an effort to find the trouble. When Lt. Bradley decided he couldn't regain power he was at 400 feet and too far from the field to land there. He made a crash landing in a small field. On his approach he hit a tree and lost his left wing. The pilot was unhurt, but the ship was damaged beyond repair.

Depot investigation and test of the carburetor revealed a malfunction of the automatic mixture control which produced an extremely lean mixture at low altitude after high power settings had been employed at high altitude.

The Committee attributes this accident to 100% materiel failure of the carburetor.

Victor B. Wright

VICTOR B. WRIGHT,
MAJOR, AIR CORPS,
MEMBER.

James R. Carter

JAMES R. CARTER,
MAJOR, AIR CORPS,
MEMBER.

Leslie C. Smith

Signature

LESLIE C. SMITH,
(Investigating Officer)
MAJOR, AIR CORPS,
PRESIDENT.

Date _____

10 February 1945
DATEAAF STATION F-150
STATION

GROUP NO. AND TYPE

P-47M-1-RE
AIRCRAFT MODEL

S/Sgt. Gould

CREW CHIEF OR AERIAL ENGINEER

RESTRICTED

44-21178

SQUADRON NO. AND TYPE

AIRCRAFT SERIAL NO.

PERS CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLI- CABLE ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA													
			DUTY	N	O	R	I	DUTY	N	O	R	I	DUTY	N	O	R	I	DUTY	N	O	R	I	TERMINALS AND MISSION	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
18	Bradley, George P. 1st Lt. O-693610 AAF STATION F-150 Belly Landing due to engine failure	6c	P																			FROM: Local	10:00	
																						TO:	11:30	
																						MISSION:	NO. OF LANDINGS	1:30
																						T	1	1:30
																						FROM:	:	
																						TO:	:	
																						MISSION:	NO. OF LANDINGS	:
	"A TRUE COPY"																					FROM:	:	
	JOSEPH H. PERRY, CAPTAIN, AIR CORPS, OPERATIONS OFFICER.																					TO:	:	
																						MISSION:	NO. OF LANDINGS	:
																						FROM:	:	
																						TO:	:	
																						MISSION:	NO. OF LANDINGS	:
																						FROM:	:	
																						TO:	:	
																						MISSION:	NO. OF LANDINGS	:

WAR DEPARTMENT
A A F
FORM NO. 1
2-2-42

FLIGHT REPORT - OPERATIONS

CHECKED:

LEGIBLE AND
CORRECT

JB

OPER.
CLERK

TRANSCRIBED:

TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

G

CREW
CHIEFTOTAL
FLIGHT
TIME

1:30

RESTRICTED

AIRPLANE FLIGHT REPORT - ENGINEERING

RESTRICTED

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
		BY	STATION		SERV. ICED	IN TANKS	No. 1		No. 2		No. 3		Oxygen No. 4			
PREFLIGHT	10/Feb/45	Gould	AAF 150				SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS
DAILY	9/Feb/45	Gould	AAF 150													
25 HOURS	31:00			1st		370		84								400
50 HOURS	50:00			2d												
100 HOURS	100:00			3d												
				4th												
				5th												

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	H	Hopkins	AAF 150
GUNNERY	H	Hopkins	AAF 150
Oxygen	G	Gould	AAF 150
COMMUNICATIONS	P	Peterson	AAF 150
PHOTOGRAPHIC	H	Hopkins	AAF 150
NAVIGATION			

STATUS TODAY	EXPLANATION:				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">1.</td> <td style="width: 50%; text-align: center;">2.</td> </tr> <tr> <td style="width: 50%; text-align: center;">3.</td> <td style="width: 50%; text-align: center;">4.</td> </tr> </table>	1.	2.	3.	4.	<p>TMI 01-65BC-111, 01-65BC-109 & T.O. 01-65BC-85 Not Complied With, Grounded Pending Investigation of prop failures. Airplane Crashed.</p> <p style="text-align: center; font-size: 0.8em;">EXCEPTIONAL RELEASE WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.</p> <p>RELEASED FOR FLIGHT</p> <p style="text-align: right;">1 <u>G.P. Bradley</u> 3 2 _____ 4</p>
1.	2.				
3.	4.				

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

#1 Crashed - G. P. Bradley, 1st Lt.

K-14 Time: 1:30

A TRUE COPY: *JRG Ordway*
JOHN R. G. ORDWAY,
Capt., Air Corps,
Engineering Officer

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	No. 1	No. 2	No. 3	No. 4
HOURS TO DATE	29:30			
HOURS TODAY	1:30			
TOTAL	31:00			
OIL CHANGE DUE	50:00			
CUNO. CLEARING DUE	Daily			
AIRCRAFT	HOURS TO DATE	29:30		
	HOURS TODAY	1:30		
	TOTAL	31:00		

AAF 150 - Prop brake assembly changed. (Cobb)
 AAF 150 - Prop conduit taped. (Gould)
 AAF 150 - TMI 01-65BC-111 complied with (Stober)
 AAF 150 - Airplane crashed due to engine failure - Belly landing.

AAF 150 - Serviced By: #1. Airplane crashed - not serviced.

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
10-Feb-45	AIR FORCE Eighth	COMPONENT Fighter	ENGINE MODEL R-2800-57	
STATION AAF 150	COMD., SERV. COMD. OR DEPT. 2nd Air Div.	AIRCRAFT MODEL P-47M-1-RE	SERIAL NO. P-51077	SERIAL NO.
CREW CHIEF OR ENGINEER S/Sgt. Gould	GROUP NO. AND TYPE	AIRCRAFT SERIAL NO. 44-21178	TOTAL FLIGHT TIME → 1:30	

RESTRICTED

WAR DEPARTMENT
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for information on Proper Use of this Form)

LEAVE BLANK		
A. S. C. SERIAL No.	REFER TO	CLASS

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
45-53	13-Feb-45

STATION AAF 160		APO 558		ORGANIZATION 61st Fighter Squadron, 56th Fighter Group				
SUBJECT OF REPORT Property Class—Name 01-N Airplane		Manufacturer Republic		AAF Order or Shipping No. - - - - -				
AIRCRAFT—Model & AAF Serial No. P-47M-1-RE, 44-21178		ENGINE—Model & AAF Serial No. R-2800-57, P-51077		UNIT OR ACCESSORY—Type, Model and Serial No. - - - - -				
AIRCRAFT REPORTS ONLY LAST D. I. R.—Depot New Equipment		Date - - -	Flying Time Since - - -	Total Flying Time 31:00				
ENGINE REPORTS ONLY LAST OVERHAUL—Depot New Equipment		Hours Since - - -	Depots and Hours At Each Previous Overhaul - - - - -					
PART Name - - - - -		Part Drawing, Serial and Specification No. - - - - -						
Time in Use - - - - -		Quantity on Hand - - - - -	Quantity Known Defective - - - - -	No. Previous Failures - - - - -	Inspector's No. or Identification - - - - -			
Indicate by "X" Disposition of Exhibit →		Photographed and Prints Enclosed <input type="checkbox"/>	Weld for Instructions <input type="checkbox"/>	Sent Under Separate Cover <input type="checkbox"/>	Sent in Attached Package <input type="checkbox"/>	Repaired and Returned to Service <input type="checkbox"/>	Disposed of (Explain Below.) <input checked="" type="checkbox"/>	To Overhaul Facility (INITIALS) <input type="checkbox"/>

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

1. Subject aircraft was on a test flight after the brake assembly, splined disc, duplex, part number 109310 had been changed because of failures in the spring, outer duplex brake, part number 113672 on other airplanes in the squadron. Upon recommendation of Curtis Propeller, part number 110199 was substituted. The pilot was at 25,000 feet and put the propeller in "Manual" (Fixed Pitch). His R.P.M. decreased about 100 R.P.M. in straight and level flight. The decrease was very slow, and everything worked normal in "Automatic". On his return to base, he descended with cruising power settings until he was to make his approach, when he noticed that his airspeed was falling. He advanced his power, saw a momentary increase in R.P.M. but no power was present. He "Bellied In" causing considerable damage to the aircraft.

2. It is difficult to determine the time of engine failure, as in a descent such as this pilot was making, with airspeed between 250 and 300 M.P.H., I.A.S., the ram air would give him R.P.M. and manifold pressure. His temperature would remain almost the same; however, the pilot did not notice these on the descent. It sounds like a failure of ignition or carburetion. By the extremely clean spark plugs, it seems more likely to be carburetion. The carburetor was sent to Station 470 for flow bench test and this office is awaiting a report from them. Neoprene high tension leads had been installed per authority Teletype O-65951, Headquarters, Eighth Air Force.

3. Complete airplane turned over to Station Engineering, this station, for disposition.

John R. G. Ordway
JOHN R. G. ORDWAY
Capt., Air Corps,
Engineering Officer.

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ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

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AAF Station F-150,
10 February 1945.

C E R T I F I C A T E

I took off in aircraft #44-21178 and went to 25,000 feet flying in automatic lean, using 38" H.G. and 2300 R.P.M. At this altitude I tested the prop in both manual and automatic. All instruments read normal and to all appearances the prop was O.K. I then circled down and leveled off at 20,000 feet and tested the prop again. It functioned perfectly in automatic, but in manual the R.P.M. decreased about 100 R.P.M.'s every 3 minutes during level flight. Putting the prop back in automatic, I circled down using 35" H.G. and 2200 R.P.M. and automatic lean. After I had leveled out of a diving left hand turn at 500 feet to come in and peel off, I suddenly became aware of a total lack of power. My R.P.M.'s had dropped to approximately 1800, but my manifold pressure was still about 35" H.G. I immediately jammed everything full forward, prop first, then throttle, blower, and mixture control together. My R.P.M. surged to about 2400 but fell back again instantly. I am not sure what my manifold pressure was, because at this time I noticed my airspeed was down to about 150 MPH. I had approximately 400 feet of altitude, so I looked for the nearest field in which to belly in. I locked my shoulder straps and called the tower telling them of my predicament. I couldn't quite make a cleared field and hit a tree with my left wing. Although the wing was torn off, a successful belly landing was made. No personal injury was sustained.

George P. Bradley
GEORGE P. BRADLEY,
1st Lieut., Air Corps,
Pilot.

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FLYING CONTROL
A.A.F. STATION F-150
APO 558 U.S. ARMY

12 FEBRUARY, 1945

SUBJECT: AIRCRAFT ACCIDENT.

TO : COMMANDING OFFICER, 61ST FIGHTER SQUADRON, APO 558,
U. S. ARMY,

1. AT APPROXIMATELY 1120 HOURS, 10 FEBRUARY, 1945,
P-47 AIRCRAFT, NO. 42-21178, PILOTED BY LT. BRADLEY, G.P.,
CRASH LANDED ABOUT ONE MILE NORTH EAST OF THIS FIELD.

2. THE DUTY FLYING CONTROL OFFICER, CAPT. WILLIAMS,
W.R., HEARD AN R/T CALL FROM LT. BRADLEY THAT HE WAS GOING
TO CRASH LAND HIS AIRCRAFT NORTH OF THE FIELD. AT THIS TIME
ANOTHER PILOT, LT. SCHERZ, W.C., WAS FLYING IN THE NEAR
VICINITY AND HE CIRCLED THE CRASH UNTIL THE CRASH EQUIPMENT
ARRIVED

3. WEATHER AT THE TIME OF THE ACCIDENT WAS: CEILING,
2 TO 3/10 AT 2500 FEET; VISIBILITY, 12 MILES; WIND, WEST, 24
TO 31 MILES PER HOUR GUSTY.

Walter R. Williams

WALTER R. WILLIAMS,
CAPT., AIR CORPS,
SENIOR FLYING CONTROL OFFICER.

RESTRICTED

9/26/45

RESTRICTED

1st Ind.

STATION ENGINEERING OFFICER, A.A.F. Station F-150, A.P.O. # 558, 17 February, 1946.

TO : Commanding Officer, A.A.F. Station F-150, A.P.O. # 558, (thru: Station Technical Inspector.)

1. An investigation was conducted by Station Engineering as to the cause of this accident. The following data is submitted:

- (1) Spark plugs were checked and found to be in excellent condition.
- (2) Magneto, distributors, and harness were tested and found to be satisfactory.
- (3) Magneto, distributor, fuel pump, and engine supercharger impeller drives were not sheared.
- (4) No blown cylinder heads were found.
- (5) Valve adjustments and action were O.K.
- (6) Fuel system and supply were found O.K.
- (7) Propeller, propeller governor, and electrical systems were found to be satisfactory.
- (8) Propeller was found in full low pitch at time of accident. Propeller operated in manual 15 minutes after accident.
- (9) Carburetor was flow bench tested at depot. Carburetor flowed according to specifications. However it was found that automatic mixture needle gave extremely erratic operation. It would stick in the fully extended position (high altitude or low carburetor deck pressure).
- (10) It is believed that this accident could have been caused by either excessive cooling on the descent or sticking of auto mixture control needle in closed position, this giving an extremely lean mixture at a lower altitude when throttle was applied. This needle could only stick if carburetor air deck pressure had been reduced at high altitude by decreasing power before descent.

Charles F. Coie
CHARLES F. COIE,
Major, Air Corps,
Station Engineering Officer.

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AIRCRAFT ACCIDENT
GEORGE P. BRADLEY 1ST LIEUT
P-47MIG 44-21178
61ST FIGHTER SQUADRON
10 FEBRUARY 1945



610-376-4-55 (NO 2-45) (AG NO. 2178) (RESTRICTED)

