

AIRCRAFT ACCIDENT REPORT
NAVAER-339 (REV. 7-44)

To be made out according to instructions contained in Aviation Circular Letter 48-44

UNIT TO WHICH AIRCRAFT ASSIGNED Carrier Qualification Training Unit		AAR SERIAL NO. 129-44	
PLACE OF ACCIDENT BOARD MEETING Naval Air Station, Glenview, Illinois.		DATE OF MEETING 16 Sept. 1944	
U.S.S. SABLE	DATE 9-14-44	HOUR 1001	Time In Flight Before Accident Hrs. 1 Min. 15
PURPOSE OF FLIGHT Carrier qualification landings	TIME INVESTIGATORS ARRIVED AT CRASH DAY 9-14-44 HOUR 1001		
MODEL SBD-4	AIRCRAFT 10575	ENGINE R1820-52	ENGINE 30363
BUREAU NUMBER 10575	MANUFACTURER'S NUMBER 155053	ENGINE 2-11-43	ENGINE 155053
ACCEPTANCE DATE (NEW) 2-17-43	TOTAL OPERATING TIME 919.2	ENGINE 2-11-43	ENGINE 155053
OPERATING TIME SINCE LAST OVERHAUL 772.5	DATE OF LAST OVERHAUL 6-14-43	ENGINE 2-11-43	ENGINE 155053
NUMBER OF LAST OVERHAUL 1	PLACE OF LAST OVERHAUL Norfolk, Va.	ENGINE 11-20-43	ENGINE 155053
		ENGINE 1	ENGINE 155053
		ENGINE Jax., Fla.	ENGINE 155053

CLEAR, CONCISE DESCRIPTION OF ACCIDENT, STRESSING PERTINENT POINTS EVOLVED FROM WORK SHEET:

Subject airplane had been flown approximately two (2) hours before the accident occurred. Upon questioning the pilot asserted that all his instruments read normal before take-off. He also stated that he was quite sure that his gas tanks had sufficient fuel but that he may be mistaken on this point.

It is the opinion of the board that the pilot should not have been sent off the deck with a shoulder harness which would not lock.

It is also the opinion of the board that the pilot should not have taken off if his engine did not take throttle properly (see pilot's statement).

In view of the inability to investigate further because of the inaccessibility of the airplane, the board attributes 50% to pilot error and 50% to ship's personnel.

42790261

US BDP4/411-1526/52/411-1

NATURE J	CLASSIFICATION OF ACCIDENT		IMMEDIATE CAUSE	
	RESULTS (PERSONNEL) C	RESULTS (MATER) A	PILOT ERROR 50 %	MATERIAL 50 %
CONTRIBUTING FACTORS		OTHER PERSONNEL 50 %		

PILOT	PERSONNEL	PERSONNEL	PERSONNEL
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Albert Grey ODELL, Ensign A-V(N), USNR		QUALIFIED FOR MISSION	EXPERIENCE THIS TYPE
TOTAL FLYING TIME 360.0	LAST 3 MONTHS 100.0	DATE 9-14-44	17.3 HRS.
		PRECEDING 24 HRS.	

NAME	RANK OR RATE	CORPS	FLIGHT STATUS	POSITION OCCUPIED	CLASS	DESCRIPTION	HOW SUSTAINED
Albert G. ODELL	Ens	USNR	A	Pilot	C	Minor facial injuries. Minor eye injury. One eye. Lacerations, abrasions.	Shoulder harness was not locked causing pilot to hit his face against the instrument panel.

W. E. ...
Naval Air Operations Training Command
U. S. Naval Air Station
Jacksonville, Florida

From: The Chief of Naval Air Operations Training

1. Forwarded
By Direction CNAO/Tra.
E. J. Gody

WEATHER AND PHYSICAL CONDITIONS						
CEILING	VISIBILITY	CLOUD COVER	WIND DIRECTION	FORCE	DARKNESS	OTHER WEATHER CONDITIONS
Unl.	5 MILES	0 %	360 DEGREES	15 KNOTS		
TYPE OF CLEARANCE			ALTITUDE ACCIDENT OCCURRED		MANEUVER INVOLVED	
Operational			75 FT.		Carrier take-off	
OTHER PHYSICAL AND OPERATIONAL FEATURES INVOLVED						

MATERIAL DAMAGE (Identify parts by number, L and R, as necessary)

Aircraft and engine lost in Lake Michigan.

MATERIAL FACTORS CONTRIBUTING TO ACCIDENT, STRESSING FACTORS EVOLVED FROM WORK SHEET

DISPOSITION OF SERVICEABLE AND UNSERVICEABLE MATERIAL

Aircraft and engine not recovered from Lake Michigan.

HOW DOES ACCIDENT AFFECT OPERATIONS? ARE REPLACEMENTS AVAILABLE?

Operating planes of this type reduced by one. No replacement.

DISTRIBUTION	RECOMMENDATIONS OR STEPS TAKEN TO CORRECT TROUBLE REPORTED OR TO PREVENT RECURRENCE
Orig.—Buair via ISIC 2cc —Buair direct <input checked="" type="checkbox"/> Immediate Sup. in Comm. <input checked="" type="checkbox"/> CNAOpTra <input checked="" type="checkbox"/> CNATra <input checked="" type="checkbox"/> Engine log <input checked="" type="checkbox"/> Aircraft log <input checked="" type="checkbox"/> File (CO) <input checked="" type="checkbox"/> File (EO)	

The above are true findings, based upon a thorough investigation, mature deliberation and instructions in Aviation Circular Letter 48-44.

SIGNED (SENIOR MEMBER) *F. Malinasky* SIGNED *G. R. Heintz* SIGNED *K. T. Viall*
 F. MALINASKY, Lt. Comdr. USN () G. R. HEINTZ, Lieut. USN (R) K. T. VIALL, Lieut. USN (R)

FORWARDED COMMENT

1. Forwarded approved.

DATE 24 September 1944 SIGNED *J. P. Preston* J. P. PRESTON, Comdr. USN () COMMANDING OFFICER

By *M* NARA Date 11 Authority 3012953

Carrier Qualification Training Unit
Naval Air Station, Glenview, Illinois

14 September 1944

To: Senior Member, Aviation Safety Board.
Subj: Pilot's statement in regard to accident
involving SBD-4 airplane, Bu.No.10575.

1. I was assigned to fly the subject airplane while aboard ship for carrier qualification. The gauges in the plane were new to me but I studied them and found that I had a full right tank and thirty (30) gallons of gas in the left tank. I put my selector valve on the right tank. After I had started the plane, I found that the shoulder straps catch was not working. I called the Fly One Officer over and told him this. After several attempts, he also failed to get them locked. We did tighten them down as far as we could.
2. I made three landings. After my third landing, I took off and turned to the right when my engine missed. I throttled back half way and the engine caught and then quit completely. I changed tanks just before hitting the water but that had no effect.
3. The plane did not sound good on the deck of the carrier and I was reluctant about turning up my engine because it did not sound good. It took the throttle more slowly than it would have on 91 Octane gasolene. I was told over the P.A. system to get my engine turning up.
4. I feel that the shoulder harness was a complete failure. And I also feel that my mistake was in obeying the order to turn up my engine. I should have stayed on the deck and checked the engine more thoroughly.

/s/ Albert Grey ODELL
Ensign, A-V(N), USNR

Carrier Qualification Training Unit
Naval Air Station, Glenview, Illinois.

14 September 1944.

To: Senior Member, Aviation Safety Board.

Subj: Air Officer's statement in regard to accident
involving SB2C-4 airplane Bu.No. 10575.

1. The cause of the accident is not definitely determined. However sputtering of engine and loss of power indicates the probability that one fuel tank was run dry with no change over in spite of repeated radio cautioning to check gasoline.

G.A. SHEPHERD
Lt. Condr., USNR
Air Officer, U.S.S. SABLE.

Carrier Qualification Training Unit
Naval Air Station, Glenview, Illinois.

20 September 1944.

To: Senior Member, Aviation Safety Board.

Subj: Fly #1 Officer's statement in regard to accident
involving SBD-4 airplane Bu.No. 10575.

1. On Sept. 14, 1944, Ensign Odell was the first pilot of subject plane. Before his first take-off we could not get his shoulder harness to lock completely. We therefore pulled them as tight as possible so that his face was at least six (6) inches from the instrument panel. Ensign Odell saying "that will be okay".
2. While on deck before his first three take-offs, when first turning up, his engine sounded as if the throttle was being pushed forward to fast, it backfired. Nothing was said by the pilot at the completion of turn up. His engine sounded normal and did not sputter until in the air after the third take-off.

/s/ W. T. CROWDER
Lieut., USNR.