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43.6.28

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18

tion:		756:7-43		
rom:		Subj. 2nd Lt.		
Accident Information		Name OVERSTREET, WILLIAM B.		
		Date:	No: 43-6-28-18	
		Type: P-39N-5	File Designation:	
Subject:				
Approx. two (2) miles Northwest of Geyserville, Calif.				
To: Col. Chapman	To: Accident Information	To:	To:	To:
Date: July 24	Date: July 29	Date:	Date:	Date: 0

43-6-28-18

Material

Ship "Tumbled"
out of Aileron Roll.
Difficulty in getting
door off. Recommendation

✓

Accident No. 43-6-28-18

Date

Checked by RC 7-14Analyzed by RC 7-15Copied for Wright (Specialists) 8-5-43
Field by C. Jones 8-5-43Notes Attention Col ChapmanCopy for Wright Field
Copy Form 14 mailed Wright Fld. 8-17-43
" " " " Patterson " 8-17-43 C.J.

04 Spin at high altitude
(Nature Group)
(14
(Specific Nature Without engine failure
(71
(Underlying Nature Abandoned aircraft
- jump identified

30 Miscellaneous material
(Cause Group
(75
(Specific Cause Handling qualities in air
(75
(Underlying Cause Design - aerodynamic

WAR DEPARTMENT
A. F. Form No. 14
(Revised May 15, 1942)

WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDENT No. 91-097

REPORT OF AIRCRAFT ACCIDENT

ARMY AIRDROME, SANTA ROSA, CALIF

Approximately two (2) miles

(1) Place northwest of Gaysville, California (2) Date June 28, 1943 (3) Time Approx. 1000

AIRCRAFT: (4) Type and model P-39N-5 (5) A. F. No. 42-18823 (6) Station Army Airdrome, Santa Rosa, Calif.

Organization: (7) Fourth (8) 357th Fighter (9) 363rd Fighter (Squadron) Calif.

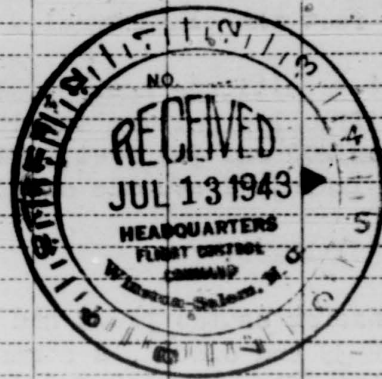
(Command and Air Force)

(Group)

(Squadron)

PERSONNEL

DUTY (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	OVERSTREET, WILLIAM B.	P	0-745487	2nd Lt.	18	A.C.	Fourth	None	Yes B



PILOT CHARGED WITH ACCIDENT

(20) OVERSTREET, WILLIAM (Last name) B. (First name) (Middle initial) (21) 0-745487 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) A.C. (Branch)

Assigned (25) Fourth (Command and Air Force) (26) 357th Ftr. (Group) (27) 363rd Fighter (Squadron) (28) Army Airdrome, Santa Rosa, Calif. (Station)

Attached for flying (29) Fourth (Command and Air Force) (30) 357th Ftr. (Group) (31) 363rd Fighter (Squadron) (32) Army Airdrome, Santa Rosa, Calif. (Station)

Original rating (33) Pilot (Rating) (34) 5/20/43 (Date) Present rating (35) Pilot (Rating) (36) 5/20/43 (Date) Instrument rating (37) 9955 (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type Fighter (39) This model P-39 (40) Last 90 days Approximately (41) Total 31.0
(42) Instrument time last 6 months 31.0
(43) Instrument time last 30 days 116.0
(44) Night time last 6 months 272.0
(45) Night time last 30 days

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	Complete Wreck
(47) Engine(s) <u>W</u>	Complete Wreck
(48) Propeller(s) <u>W</u>	Complete Wreck

(50) Weather at the time of accident CAVU 00

(51) Was the pilot flying on instruments at the time of accident No.

(52) Cleared from Santa Rosa Tower (53) To 9189 (54) Kind of clearance Verbal-Local D

(55) Pilot's mission Aerobatics, Supervised 70

(56) Nature of accident Ship tumbled during aileron roll.

(57) Cause of accident Undetermined. 100% Handling Qualities 30 50 75 FC

RESTRICTED

16-28757-2

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Pilot was second in a formation of four P-39's, at an altitude of between 10,000 and 11,000 feet. At a speed of about 200 MPH the pilot executed an aileron roll to the left. At some time during this maneuver the plane was observed to tumble. The plane tumbled approximately three times and went into an inverted spin, spun about four times on its back, came out of the spin, went into a tumble, and back into an inverted spin. Then from approximately 7,000 feet the plane tumbled until it crashed.

At an altitude near 3,000 or 4,000 feet the pilot decided to bail out, but had difficulty getting the door off. The pilot left the ship at an altitude of between 200 and 300 feet, pulled the rip cord immediately and struck the ground approximately 2 seconds after the plane crashed. The pilot was uninjured.

RESPONSIBILITY:

Insofar as the pilot had previous aerobatic experience in a stripped down P-39 and also in a normally loaded P-39, and as the maneuver in which the aircraft went out of control was executed in a normal manner, the responsibility must be attributed to the undesirable flying characteristics of the P-39 type aircraft.

RECOMMENDATIONS:

That all aerobatics in P-39 type aircraft be conducted at an altitude sufficient to enable the pilot to bail out if he loses control of the aircraft. It is the opinion of the undersigned that 10,000 feet would be sufficient altitude.

That the emergency door latch release be redesigned to insure positive release of the door under all air-stream conditions, and that the checking of this release be made part of the daily inspection.

That further flight tests be conducted on aerobatics.

Inclosures.

- Incl # 1. Pilots Statement
- Incl # 2. Statement of Flight Leader.
- Incl # 3. Operations Orders.
- Incl # 4. Form 1.
- Incl # 5. Form 1A.
- Incl # 6. Photographs.

Glenn L. Arbogast
GLENN L. ARBOGAST,
Lt., Col., Air Corps,
Aircraft Accident Officer,

Donald W. Graham
DONALD W. GRAHAM,
Major, Air Corps,
Member

Signature *Clay R. Davis*
CLAY R. DAVIS, (Investigating Officer)
Capt, Air Corps,
Member.

DIR. FL. YNG SAFETY

1943 JUL 12 AM 9 54

RECEIVED

Date 5 July 1943.

W.D. FORMAN—AMERICAN SALES BOOK CO., INC. NIAGARA FALLS, N.Y.

RETURN THIS STUB TO:
BUDGET OFFICE,
AIR SERVICE COMMAND,
PATTERSON FIELD,
FAIRFIELD, OHIO

June 28, 43	
DATE	
Santa Rosa	
STATION	
Opl. Martin	
CREW CHIEF OR AERIAL ENGINEER	
AIRCRAFT ORG. DATA	A.A.F.
	AIR FORCE
	4th (f) (Comm)
COMMAND, CORPS AREA OR DEPT.	
AIRCRAFT DATA	357th (f) (Gp)
	GROUP NO. AND TYPE
	363rd (f) (Sq)
SQUADRON NO. AND TYPE	
AIRCRAFT DATA	Fighter
	COMPONENT
	P-39N-5
AIRCRAFT MODEL	
ENGINE DATA	42-18823
	AIRCRAFT SERIAL NO.
	V-1710-85
ENGINE MODEL	
ENGINE DATA	(1) 42-96753
	ENGINE SERIAL NO.
	(2)
	ENGINE SERIAL NO.
ENGINE DATA	(3)
	ENGINE SERIAL NO.
ENGINE DATA	(4)
	ENGINE SERIAL NO.
TOTAL FLIGHT TIME	

DO NOT WRITE IN THIS SPACE

INSPECTION STATUS			
	DATE OF OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT	6-28-43	M	
DAILY	6-27-43	Maiorano	
25 HOURS	200.1		
50 HOURS	200.1		
100 HOURS	200.1		Santa Rosa, Calif
Plugs.	200.1		
V.C.	200.1		

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	W	Williams	
GUNNERY		Williams	
CHEMICAL			
COMMUNICATIONS	T	Thompson	
PHOTOGRAPHIC			
NAVIGATION			
Oxygen		Martin	

SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
	SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
			SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	
1ST	-	86	-	26							
2ND											
3RD											
4TH											
5TH											

STATUS TODAY		EXPLANATION
1.	2.	
3.	4.	

EXCEPTIONAL RELEASE	
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.	
RELEASED FOR FLIGHT	1. W.B. Overstreet 2. W.B. Overstreet

REMARKS: PILOTS AND MECHANICS

1 OK W.B. Overstreet, 2nd Lt.

ROY H. STANSON,
1st. Lt., Air Corps.

Preflighted by Sgt. Maiorano

50 Cal not syn - 200 rds in each cal 50 can - 500 rds in each L.I.R.O. (plain)
37 M.M. loaded with 29 rds combat ammo, not expendable (William)

DATE June 28, 43	
STATION Banta Jose	
CREW CHIEF OR AERIAL ENGINEER Op1. Martin	
AIR FORCE ADD.	
AIRCRAFT ORG. DATA 44th (F) (Gp) DOMINICAN AIR FORCE ON DEPT.	
357th (F) (Gp) GROUP NO. AND TYPE	
363rd (F) (Gp) SQUADRON NO. AND TYPE	
AIRCRAFT DATA F4U COMPONENT	
P-39N-5 AIRCRAFT MODEL	
42-18823 AIRCRAFT SERIAL NO.	
V-17N-85 ENGINE MODEL	
ENGINE DATA 42-96753 ENGINE SERIAL NO.	
F ENGINE SERIAL NO.	
(3) ENGINE SERIAL NO.	
(4) ENGINE SERIAL NO.	
TOTAL FLIGHT TIME	

363rd FIGHTER SQUADRON
357th Fighter Group, Army Airdrome
Santa Rosa, California

June 29, 1943

PILOT'S STATEMENT

We had completed several aileron rolls, a loop, and some turns in order to hold our position. Then the Flight Leader, Lt. Bochkay, started an aileron roll to the left. I am confident it was started with plenty of airspeed. However, when the ship was approximately in an inverted position, it tumbled. I did not make any sharp movements with the stick that could of caused it, but possibly did use excessive rudder. Truthfully, I cannot state the real cause as I can think of nothing wrong with the plane, maneuver, or execution of the maneuver that could have caused a tumble. When it tumbled, I attempted to recover by trying to hold the nose straight down and once, while in an inverted flat spin, I thought I had it under control but instead, it tumbled again. While I was beaten around in the cockpit a lot, and everything happened so fast that I am not positive of all the plane's actions, apparently it tumbled, went into a flat inverted spin, tumbled again, went into another flat inverted spin and then tumbled on down. At somewhere near three thousand (3,000) or four thousand (4,000) feet I decided to jump but had a little trouble getting the door off. Finally, after both pulling the emergency release and the safety catch, I kicked the right door off and then jumped out. I was then between two hundred (200) and three hundred (300) feet, so I pulled the ripcord immediately and landed between five (5) and ten (10) feet from the plane within two (2) seconds after the parachute opened.

I was uninjured, so I got up and signaled the Flight Leader who was circling near me that I was alright.

William B. Overstreet
WILLIAM B. OVERSTREET,
2nd Lt, AC,
Pilot.

Incl #

363RD FIGHTER SQUADRON
357th Fighter Group, Army Airdrome
Santa Rosa, California

DHB/ajh

June 28, 1943.

FLIGHT LEADER'S STATEMENT

On Monday, June 28, 1943, at approximately 0930, four (4) P-39 airplanes took off from Santa Rosa Army Airdrome on a routine training mission. The flight climbed up to an altitude of 12,000 feet and flew formation to the north end of the local area and I, the flight leader, gave the signal for entrail. After the formation was entrail we executed two aileron rolls to the left. After I completed my roll I turned sharply to the left to observe the other planes in their aileron rolls. The rolls were executed perfectly and we still remained at the same altitude of 12,000 feet. We then dove down to an indicated airspeed of 350 MPH and executed a loop. All four ships completed the loop in good order. After completion of the loop I turned sharply to the left to observe a naval formation that was off to our left flying at approximately 8,000 feet. Our altitude at this time was between 10,000 and 11,000 feet. After the naval formation cleared our area I executed another aileron roll to the left at an indicated airspeed of 200 MPH. After completion of my roll I turned sharply to the left again to observe the other planes and the number two man who was 2nd Lt. William B. Overstreet was tumbling. The last two men had completed their aileron rolls and immediately spread out to provide room for Lt. Overstreet to recover from his tumble. The ship tumbled approximately three times and immediately went into an inverted spin. It spun about four times on its back, came out of that and went into another tumble and immediately into an inverted spin again. It spun approximately four times and began tumbling again at approximately 7,000 feet. I followed Lt. Overstreet's plane still tumbling and when he reached an altitude of 200 to 300 feet he bailed out and his parachute opened. The plane hit the ground about two seconds ahead of him. Lt. Overstreet landed about 10 feet from the ship. The plane did not explode nor did I see any smoke or fire. I then buzzed the area in which the plane had crashed and Lt. Overstreet stood up and walked in a large circle and waved his arms to let me know that he was unharmed. I immediately marked the location on the map and came back and landed at the airdrome with the remaining two planes at approximately 15 minutes after the accident.

There was no radio contact with other planes, airdrome, or SFIC, therefore, I was unable to report the accident immediately after it occurred.

Donald H. Bochka
DONALD H. BOCHKAY,
2nd Lt, AC,
Pilot.

Incl #2





ARMY AIR FORCES
HEADQUARTERS FLIGHT CONTROL COMMAND

For Action ATU
For Info. CS
For File WTR

WINSTON-SALEM, NORTH CAROLINA

DATE 29 JUNE 1943



T. W. X.



TELEGRAM



RADIO

INCOMING
MESSAGE NO. 29 ARL 234 JUNE 29/43

HAMILTONFIELD CALIF 282112Z PRY GR 74

CG AAF WASHINGTON D C

HAM U877N PERIOD 28 JUNE ZERO NINE FIVE ZERO TWO MILES NORTH OF
GEYSERVILLE CMA WILLIAM D OVERSTREET JR 2ND LT FOURTH FC FOURTH AF
CMA PLANE WENT INTO SPIN CMA PILOT USED PARACHUTE SUCCESSFULLY NO
INJURY CMA ACROBATIC MISSION CMA CAVU CMA 42-18823 P 39N-5 CMA
SANTA ROSA CMA TOTAL LOSS CMA UNKNOWN CMA SALVAGE CMA UNKNOWN PD
OPERATIONS OFFICER END

KINZIE COAAB HAMILTON.

RECD IN AAF MSG CENT 282258Z

RECD BY AFAFC 290918 EWT

RELEASED TO TWX 290930 EWT.

MIL410EWT.

MASTER COPY

3135-43

43-6-28-18

Z-HAMILTONFIELD CALIF 282112Z PRTY GR 74

CG AAF WASHINGTON D C

HAM U877N PERIOD 28 JUNE ZERO NINE FIVE ZERO TWO MILES NORTH OF
GEYSERVILLE CMA WILLIAM D OVERSTREET JR 2ND LT FOURTH FC FOURTH AF
CMA PLANE WENT INTO SPIN CMA PILOT USED PARACHUTE SUCCESSFULLY NO
INJURY CMA ACROBATIC MISSION CMA CAVU CMA 42-18823 P 39N-5 CMA
SANTA ROSA CMA TOTAL LOSS CMA UNKNOWNACMA SALVAGE CMA UNKNOWN PD
OPERATIONS OFFICER END

KINZIE COAAB HAMILTON

RECD IN AAF MESG CENT: 282258Z
PPS

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DIR. FLYING SAFETY

1943 JUN 29

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30 43 AM



RECEIVED
AF
OF FLYING SAFETY

43-6-28-18

"RESTRICTED"

AFCDP

WBT/BN/cj
17 August 1943

SUBJECT: Copies of Reports of Aircraft Accidents.

TO : Commanding General, Materiel Center,
Wright Field, Dayton, Ohio.

Attention: Production Engineering Section, Fighter Branch

Enclosed are copies of Reports of Aircraft Accidents. The accidents were due in part to materiel failure.

Captain Leland E. Gottrell, March 17, 1943
Captain John L. Robinson, May 18, 1943
2nd Lt. William F. Case, March 12, 1943
2nd Lt. Walter E. Selfridge, April 9, 1943
2nd Lt. Robert W. Hase, April 3, 1943
2nd Lt. Elmer H. LaRue, March 5, 1943
2nd Lt. Loren A. Delp, March 20, 1943
2nd Lt. William B. Overstreet, June 28, 1943
Flight Officer Ted E. Rager, March 31, 1943
Flight Officer Karl M. Booth, Jr., March 14, 1943

For the Commanding Officer:

10 Incls.
Incls. 1 - 10 Copies of AAF Forms 14
w/allied papers.

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"RESTRICTED"

AFCEP

WBT/BN/cj
17 August 1943

SUBJECT: Copies of Reports of Aircraft Accidents.

TO : Commanding General, Air Service Command,
Patterson Field, Fairfield, Ohio.

Attention: Maintenance Division, Aircraft Section

Enclosed are copies of Reports of Aircraft Accidents. The accidents were due in part to materiel failure.

Captain Leland E. Cottrell, March 17, 1943
Captain John L. Robinson, May 18, 1943
2nd Lt. William F. Cass, March 12, 1943
2nd Lt. Walter E. Selfridge, April 9, 1943
2nd Lt. Robert W. Huse, April 3, 1943
2nd Lt. Elmer H. LaRue, March 5, 1943
2nd Lt. Loren A. Delp, March 20, 1943
2nd Lt. William B. Overstreet, June 28, 1943
Flight Officer Ted E. Meger, March 31, 1943
Flight Officer Karl M. Booth, Jr., March 14, 1943

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WBT/EM/la
17 August 1943

SUBJECT: Summary Accident Reports.

TO : Commanding General Army Air Forces,
Washington 25, D. C.

Attention: Asst C/AS, MMD, Supply and
Maintenance Branch

Enclosed are Summary Reports of Aircraft Accidents. The accidents
were due in part to material failure.

Captain Deland E. Cottrell, March 17, 1943
Captain John L. Robinson, May 18, 1943
2nd Lt. William F. Cass, March 12, 1943
2nd Lt. Walter E. Selfridge, April 2, 1943
2nd Lt. Robert W. Huse, April 3, 1943
2nd Lt. Elmer H. Lathrop, March 5, 1943
2nd Lt. Loren A. Delp, March 20, 1943
2nd Lt. William B. Overstreet, June 28, 1943
Flight Officer Ted E. Reger, March 31, 1943
Flight Officer Karl M. Booth, Jr., March 14, 1943

For the Commanding Officer:

10 Incls:

Incls. 1 thru 10 - Summary Reports w/allied papers.

- 1 -

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