

-:CONTENTS:-

PURPOSE.	1
PHOTOGRAPHS <i>of</i> WRECKED ^{A/c.}	2
TAXI ACCIDENTS.	3-4
BUZZING ACCIDENTS.	5-6
OVERSHOOTING-UNDERSHOOTING- POOR PILOT TECHNIQUE.	7-18
PHOTOGRAPHS <i>of</i> WRECKED ^{A/c.}	19
LANDING GEAR ACCIDENTS.	20-23
FUEL TRANSFER ACCIDENTS.	24-27
LANDING AT WOODBRIDGE AIRDROME	28
PHOTOGRAPHS <i>of</i> WRECKED ^{A/c.}	29-30
SAFETY RULES.	31
LET'S KEEP 'EM FLYING	32

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THIS BOOKLET IS PUBLISHED FOR ALL MEMBERS OF A COMBAT CREW *and* IS INTENDED TO MAKE THE CREW AS A WHOLE.....

"SAFETY CONSCIOUS"

THE PHOTOGRAPHS ARE OF ACTUAL ACCIDENTS TO 2nd DIVISION AIRCRAFT *and* ARE PRESENTED AS GRIM REMINDERS OF THE DESTRUCTION THAT CARELESSNESS *and* LOOSE THINKING CAN CAUSE.

APPLY THE SAFETY RULES OF FLYING, MAKE USE OF YOUR TRAINING, WORK TOGETHER *with* "HEADS UP" ATTITUDE *and* OUR ACCIDENT RATE WILL DROP.

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R E S T R I C T E D



DAMAGE SUFFERED WHILE TAXIING. AIRCRAFT ACCIDENT COMMITTEE WHO INVESTIGATED THIS ACCIDENT STATED THAT "PILOT SHOULD HAVE USED INBOARD OR ALL FOUR ENGINES WHILE TAXIING"

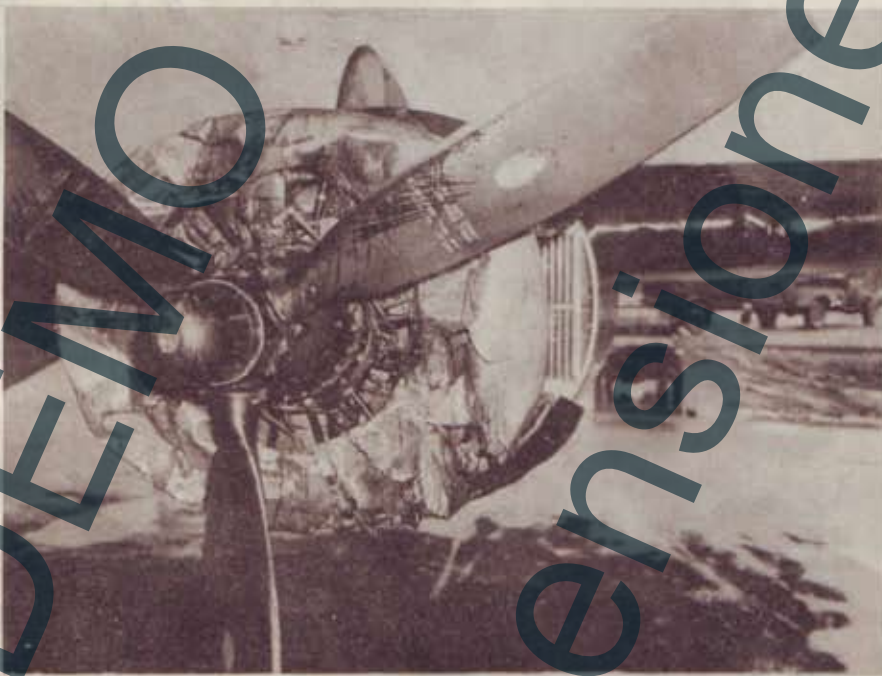


ACCIDENTS OF THIS NATURE CAN AND MUST BE ELIMINATED!!!

R E S T R I C T E D



LOW FLYING -- AIRCRAFT HIT TREE AND SUFFERED MAJOR DAMAGE



ANOTHER BUZZING JOB WHICH DIDN'T TURN OUT SO WELL



RESULT OF 100% PILOT ERROR. PILOT LET AIRCRAFT
SETTLE BACK ON RUNWAY AFTER BECOMING AIRBORNE



100% PILOT ERROR -
PILOT UNDERSHOT RUNWAY UPON LANDING



THIS PILE OF SCRAP WAS ONCE A B-24 AIRCRAFT BEFORE
IT'S PILOT ATTEMPTED TO RAISE LANDING GEAR BEFORE
AIRCRAFT BECAME AIRBORNE



PILOT LANDED ON RUNWAY WITH FULL GAS AND BOMB
LOAD AND THEN ATTEMPTED TO TAKE OFF AGAIN



ANOTHER LIBERATOR IN "STONIE--LONESOME" BECAUSE
PILOT ATTEMPTED TO CIRCLE FIELD WHEN A LANDING
SHOULD HAVE BEEN MADE



THIS IS THE REMAINS OF AN AIRCRAFT IN WHICH THE
PILOT ATTEMPTED TO CIRCLE THE FIELD THREE TIMES
WITH A FEATHERED ENGINE AND FULL BOMB LOAD



COMPLETE DESTRUCTION OF TWO AIRCRAFT BECAUSE THE PILOT OF ONE AIRCRAFT DIVERTED HIS ATTENTION FROM FLYING WHILE ON A FORMATION TRAINING FLIGHT



SEVERE DAMAGE TO AIRCRAFT DUE TO PILOT TURNING AIRCRAFT INTO DEAD ENGINE WITH FULL BOMB LOAD



ANOTHER LIB THAT WILL NEVER HAVE THE OPPORTUNITY TO CARRY THE WAR TO THE JAPNS BECAUSE ITS PILOT BANKED AIRCRAFT INTO DEAD ENGINE WITH FULL BOMB LOAD



THE PILOT OF THIS AIRCRAFT MIGHT HAVE BEEN A GOOD PILOT, BUT THIS IS WHAT HAPPENED WHEN PILOT ATTEMPTED TO "LAND DOWN-WIND"



ANOTHER HELPLESS LIBERATOR DUE TO PILOT OVERSHOOTING RUNWAY

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R E S T R I C T E D

GET THAT
LANDING GEAR

DOWN

and

LOCKED!



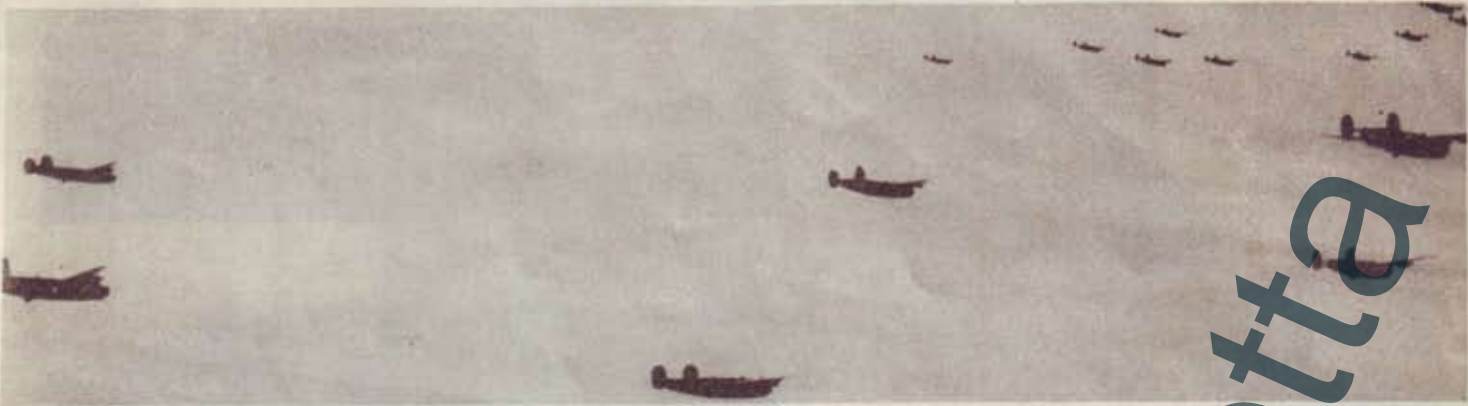
NOSE WHEEL NOT CHECKED



A MAJOR REPAIR JOB DUE TO 100% PERSONNEL,
NOSE WHEEL WAS NOT CHECKED BEFORE LANDING



NOSE WHEEL NOT DOWN AND CHECKED



WHEN RETURNING FROM AN OPERATIONAL MISSION WITH THE HYDRAULIC SYSTEM OUT LAND AT

|| **WOODBIDGE** || AIRDROME



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Under Normal Conditions the following rules if applied will eliminate accidents caused by carelessness. Other accidents classified as emergency accidents caused by combat conditions can be made less severe by the application of good judgment and such of the following rules as may apply:

1. Dont taxi without proper instruction.
2. Taxi Slowly.
3. Use Check List.
4. Dont take off without proper weather clearance.
5. Watch your fuel supply.
6. Fly your traffic pattern at standard altitude.
7. Keep radio contact with control tower at all times while in traffic pattern.
8. Dont let down through overcast without proper radio clearance.
9. Dont land without permission.
10. Watch for and obey all signal and radio instructions from the tower or van.
11. Dont cut out another aircraft in the pattern. He may be in trouble.
12. Make sure your landing gear is down and locked.

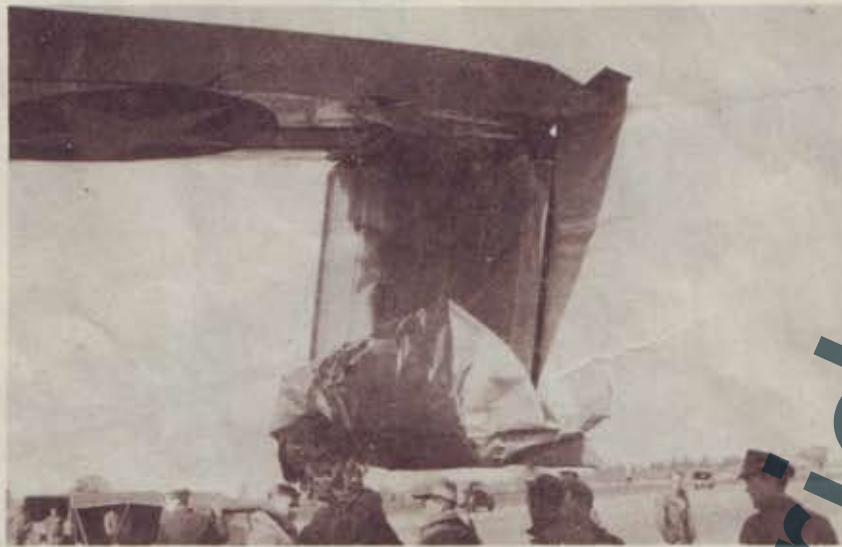


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Let's
**KEEP 'EM
FLYING!**

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IT CAN BE DONE!

AFTER MID-AIR COLLISION OVER
CHANNEL PILOT RETURNED $\frac{1}{2}$
TO HOME STATION AND MADE A
SAFE LANDING.

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