

REPORT OF THE CIVIL AERONAUTICS BOARD
on the
Investigation of an Accident Involving Aircraft
During a Cross-Country Business Trip

An accident which occurred approximately 1/4 mile northwest of the Cambridge Airport, Cambridge, Ohio, about 7:10 p.m. on August 5, 1943, resulted in serious injuries to Pilot Frank Peterson Lawrence, Jr., and minor injuries to Copilot Augustus Bailey Case. Four passengers, C. O. Samuelson, G. H. Weigman, E. J. Moran and J. S. Hand, escaped injury. Lawrence held a commercial pilot certificate with single and twin-engine land, 0-1350 h.p. and instrument ratings. He had flown approximately 2000 solo hours, about 800 of which were in the type aircraft involved. Copilot Case held a commercial pilot certificate with single-engine land, 0-135 h.p. and flight instructor ratings. He had accumulated approximately 1150 hours of solo flight time. The aircraft, a Barkley-Crow T8P-1, NC 2423, powered by two Pratt and Whitney Wasp Jr. 450 h.p. engines and equipped with Hamilton constant speed, full-feathering propellers, was extensively damaged. It was owned by the Aviation Corporation, New York, N. Y.

Pilot Lawrence took off from the Municipal Airport, Dayton, Ohio at 6:05 p.m. for a cross-country business trip to Williamsport, Pennsylvania. Several miles northwest of Cambridge, Ohio, at an altitude of about 6000 feet, one of the passengers observed oil seeping from the left engine cowling and flowing back over the wing, and immediately notified the pilot. The oil pressure dropped to 30 pounds and the pilot feathered the left propeller, then shut off the left engine. He radioed Pittsburgh, declared an emergency, and stated his intention of making a landing at the Cambridge Airport. From an altitude of 4000 feet, the pilot circled the Cambridge Airport to lose altitude, and made his landing approach toward the north, with 3000 feet of field available, into a 5 m.p.h. wind from the northwest. It is evident that he grossly misjudged his speed and altitude, as it was reported that he passed over the center of the field at an altitude estimated to have been between 500 and 600 feet. The pilot stated that when he realized he was overshooting the field, he applied power to the right engine which caused the airplane to turn to the left and he lost control. He then throttled the right engine, pulled up to miss a gully, and stalled the plane at an altitude of about 50 feet. It pancaked to a three-point landing, slid forward on the engine nacelles for approximately 50 feet, somersaulted to an inverted position and stopped about 80 feet beyond the point of first contact with the ground.

Examination of the wreckage revealed that the oil pressure line from the left engine to the vacuum pump had broken in flight, resulting in loss of the oil supply. The pilot, in his excitement and confusion, apparently used poor judgment and technique in his final landing approach. According to the copilot, the pilot called for flaps, then immediately countermanded the order and kept opening and closing the throttle.

While loss of the left engine reduced the aircraft to single-engine operation and made an emergency landing advisable, the probable cause of this accident was the pilot's poor judgment and technique while attempting an emergency landing on an adequate airport.

BY THE BOARD

/s/ Fred A. Toombs
Secretary