

HEADQUARTERS INDIA-CHINA DIVISION ★ AIR TRANSPORT COMMAND



TO THE PILOT IN ICD:

The ability, determination and enthusiasm of ICD crews is taking ever increasing tonnage over the Hump to the war in China. This great job, accomplished in the face of every obstacle known to aviation, has already brought world tribute to these crews and to this command.

Unfortunately, the crews of ICD have against this fine performance one serious black mark - too many avoidable accidents.

Our accidents have many causes: materiel failure, fire, weather, enemy action, and poor supervision. Yet the greatest single cause of all is none of these. It is personnel error - the mistakes of the men who fly the planes: their carelessness, their bad technique, their failure to observe procedures and regulations which were established for one reason only - safe operation.

That is why I am writing to you - one of these pilots. I need your efforts and your help - now. For only you and your crews can eliminate these personnel errors, these avoidable accidents which are costing not only cargo and aircraft, but your own lives.

The war in China is calling for increasing support, supplies which can come only from us, in our transports. Across the Hump they are counting on ICD to make the most, every day, of every plane and pilot at its command. I, in turn, am counting on you - to plan your flights and to think when you fly.

Sincerely,

William H. Tunner

WILLIAM H. TUNNER,
Brigadier General, USA,
Commanding.



. . . and here is part of the evidence -

8 AVOIDABLE ACCIDENTS:

In China, a pilot overshot with his C-46 ... landed more than half way down the runway, went off the end, across a road - through a ditch which sheared off the left landing gear. The plane finally stopped in a dike; partially burying the left engine.

The cause: PERSONNEL ERROR.

The cure : This pilot should have landed on the first third of the runway, or gone around.

In Assam, a pilot taxied his C-46 into a parked C-87 despite having been twice warned about the probability of such an accident occurring under the circumstances. The tower had warned him of the very limited taxi space around him; the C-87 pilot had asked him to wait five minutes until he could move the C-87.

The cause: PERSONNEL ERROR.

The cure : The pilot should have displayed common courtesy and common sense. A few minutes' wait would have prevented destruction of two aircraft.

At Jorhat, four lives were lost when a C-87 crashed and burned immediately after take-off. The pilot had attempted to lift the heavily-loaded aircraft off the ground at night, without the use of wing flaps.

The cause: PERSONNEL ERROR.

The cure : This pilot should have used his checklist; saved the lives of himself and his crew.

At Chabua, a C-47 was severely damaged during an attempted take-off, because the crew chief retracted the landing gear before the ship was airborne.

The cause: PERSONNEL ERROR.

The cure : This pilot should have properly instructed his crew concerning their exact duties; issuance and acknowledgement of commands.

At Tezpur, the improper setting of the fuel selector valves by the engineer after the leveling of gasoline during flight, caused the crash landing of a B-24. All crew members were seriously injured; the pilot killed.

The cause: PERSONNEL ERROR.

The cure : The pilot should have used check list before starting the engines. Fuel tanks will not be leveled during flight.

More lives will be saved . . more cargo will be moved . . more planes will

In Assam, a pilot braked his wheels and called for gear up before the C-87 he was flying had become airborne. The aircraft was a total loss.

The cause: PERSONNEL ERROR.

The cure : The pilot should not have ordered gear up until the plane was air-borne. Don't hurry the gear-up procedure.

At Kunming, a pilot experienced failure of one brake at a time, unfortunately for him - when he was taxiing his C-46 very fast. Proceeding too fast for control, the plane struck a parked C-87 . . . completely destroying both ships.

The cause: PERSONNEL ERROR.

The cure : This pilot, and all pilots, should taxi slowly and carefully, providing a safety margin against possible mechanical failure. Don't rush when taxiing.

At Jorhat, a pilot attempted to taxi a C-87 without checking the position of the nose wheel, which was cocked 15 degrees. When excessive power was applied to move the aircraft, the nose wheel collapsed.

The cause: PERSONNEL ERROR.

The cure : This pilot should have made a thorough pre-flight inspection thus facilitating proper corrective action. Always look your plane over thoroughly before getting in.

These are ICD's most frequent personnel errors . . . but accidents were caused by other mistakes too. . . by:

Reducing power too soon after take-off.

Failing to check altimeter settings frequently.

Failing to remove elevator locks before take-off.

Undershooting the runway.

Failing to set artificial horizon prior to night take-off.

Failing to check operation of icing equipment prior to flight.

Failing to know emergency procedures, particularly in cases of engine failure.



fly . . more men will go home - - - when PERSONNEL ERROR is reduced in ICD!

THINK—
WHEN YOU FLY



*Every Mission Safely flown—
hastens victory, heads you home*

WAR DEPARTMENT

HQ, INDIA CHINA DIV.,

AIR TRANSPORT COMMAND,

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OFFICIAL BUSINESS

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