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(Brief narrative of accident. Include statum

The and model in 1943 in the Charles of the second in the second second in the second se STATEMENT OF PILOT

Hit runway about 1/3 of the way down. Both myself and co-pilot pulled back on stick to hold nose up, but-nose dropped after about GIANGLES A. 101 0-1309810282 10 2.1 1,000 feet of robl. Brakes were applied, but with no naticeable . 1. 10 1008 9:15 effect on speed. All switches were cut when it became obvious that we could not stop in time. Brakes were released and and reapplied several times in an attempt to get more braking action, but with little effect. The co-pilot and myself managed to turn aircraft slightly to the right avoiding a clump of trees, but we struck a movie projector shed with #4 prop, and a movie screen with #1 prop. We rolled over a number of steel stools cutting the right tire. ert E. Smith

ROBERT E. SMITH. 2nd Lt., Air Corps.

Due to the failure of the aircrafts brakes no statement of responsibility given.

SIUI

Garroever and

No recommendation for action to prevent repetition.

AC t., AC AC PHILLIPS, Capt., MC. P. W.

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Date 15 September 1944.

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