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Accident No. 44-1-13 #

Date

Checked by [signature] 11-25-43

Analyzed by RC 11-27-43

Copied for Wright Field by _____

Notes _____

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1225-9-43

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Accident No. 44-11-13-11

Pilot's Name Petrich, M. R. 2nd Lt.

Nature Group 02 Collision with objects

Specific Nature 07 Bird, specifically

Underlying Nature 64 Struck obstruction in air

100% Cause Group 36 Miscellaneous

Specific Cause 91 Other

Underlying Cause 31 Struck birds

Cause Group

Specific Cause

Underlying Cause

1118:9-43

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

ACCIDENT No. Radio 1

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT 44-11-13-11

45-167

(1) Place Galveston Bombing Range, Texas (2) Date 13 November 1943 (3) Time 1615 GWT

AIRCRAFT: (4) Type and model B-26B20MA (5) A. F. No. 41-31751 (6) Station AAF, Lake Charles, La.

Organization: (7) III BC 3AF (Command and Air Force) (8) 336th Bomb (M) (Group) (9) 480th Bomb (M) (Squadron)

3 3B BM BM 8860

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	Petrich, Michael R.	P.	0-684039	2nd Lt.	18.01	AC	3AF	None	No
CP	Conkling, John L.	P.	0-691085	2nd Lt.	18.01	AC	3AF	None	No
B	Schmitt, Stanley J.	B.	0-744416	2nd Lt.	18.01	AC	3AF	None	No
E	Wood, Walter B.	E.	37514223	Sgt.	18.20	AC	3AF	None	No
R	Szanyi, Dan (nmi)	R.	35310653	S/Sgt.	18.20	AC	3AF	None	No
G	Parsons, Homer D.	G.	17016695	Sgt.	18.20	AC	3AF	None	No
IB	Dodson, George B.	B.	0-731156	2nd Lt.	18.01	AC	3AF	None	No

RECEIVED
HEADQUARTERS
ARMY AIR FORCES
NOV 24 1943
OFFICE OF FLYING SAFETY

AC Cadet #1

PILOT CHARGED WITH ACCIDENT

(20) Petrich, (Last name) Michael (First name) R. (Middle initial) (21) 0-684039 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)

3 3B BM BM 8860

Assigned (25) III BC, 3rd AF (Command and Air Force) (26) 336th Bomb (M) (Group) (27) 480th Bomb (M) (Squadron) (28) AAF, Lake Charles, La. (Station)

Attached for flying (29) III BC, 3rd AF (Command and Air Force) (30) 336th Bomb (M) (Group) (31) 480th Bomb (M) (Squadron) (32) AAF, Lake Charles, La. (Station)

Original rating (33) Pilot (Rating) (34) 26 Jun 43 (Date) Present rating (35) Pilot (Rating) (36) 26 Jun 43 (Date) Instrument rating (37) 13 Nov 43 (Date)

RC 11-27-43

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	B-26	274	(42) Instrument time last 6 months	45
(39) This model	B-26B	149	(43) Instrument time last 30 days	13
(40) Last 90 days		178	(44) Night time last 6 months	36
(41) Total		[redacted]	(45) Night time last 30 days	36

AIRCRAFT DAMAGE

DAMAGE		(49) LIST OF DAMAGED PARTS
(46) Aircraft	"M" 3	Plexiglass nose & escape hatch replaced. Lt. wing dented. Deicer boot torn. Bomb sight damaged. Rt. prop. replaced. Lt. prop. and four (4) cuffs dented.
(47) Engine(s)	None 1	
(48) Propeller(s)	Rt. 4 "A", Lt 4 "A"	

(50) Weather at the time of accident Contact. High broken. Pressure 230. Temp. 65. Dew Point 51, Wind ESE 9 mph., Altimeter setting 30.20. 38

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

(52) Cleared from Lake Charles, La. (53) To Lake Charles, La. (54) Kind of clearance Contact 0

8860 8860

(55) Pilot's mission Low level navigation. 0V

(56) Nature of accident Accident in flight. Airplane damaged by birds in flight.

(57) Cause of accident Part of pattern over marshes where many ducks and geese congregate. When turning from base leg to approach leg for bombing "run", a large flock of ducks and geese were flying in the airplane's path, making a collision with them unavoidable.

58. Was Form #54 submitted? NO

RESTRICTED

16—28757-1

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DESCRIPTION OF ACCIDENT

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

The airplane was on a bombing mission, using a range Southwest of Galveston, Texas, and was in a "round-robin" pattern over the range with two other B-26 type airplanes. The bombing "run" was being made at 200 Ft. altitude, the rest of the pattern being made at an indefinite altitude above that. They had made seven bombing runs, and on the eighth turn through the pattern were at an approximate altitude of 300 Ft. on the base leg.

They made a slightly descending turn to the bombing "leg" in order to descend to the 200 Ft. bombing altitude, and suddenly there appeared a large flock of ducks and/or geese, immediately in front of the airplane, and though the pilot attempted to pull up slightly in order to miss them, this was impossible, and the airplane hit a number of the birds. The airplane vibrated somewhat, and though it apparently could be handled quite well, the pilot elected to fly to Ellington Field and land in order to see what damage was done, and it was found that both propellers were severely damaged, and the nose section, co-pilots hatch, and left wing, were damaged.

Walter R. Wenk
WALTER R. WENK
Captain, Air Corps
Member, Acc. Committee

Walter L. Pursley
WALTER L. PURSLEY
Major, Air Corps
Member, Acc. Committee

Signature Sidney A. Price (Investigating Officer)
SIDNEY A. PRICE
Major, Air Corps
Pres., Acc. Committee

Date 18 November 1943

U. S. GOVERNMENT PRINTING OFFICE 16—29707-1

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STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 15 November 1943, one 2nd Lt. Michael R. Petrich, AC, ASN 0-684039, who being by me first duly sworn according to law, deposes and says:

I was pilot on B-26B, AF #41-31751, on 13 November 1943. We were skip bombing on Galveston Bombing Range, and on about our eighth or ninth bombing run we ran into a flock of ducks at about 300 Ft. altitude. On all the runs they had come up from the ponds and we watched them. On this eighth run, just after we came out of a turn they were all over the sky from the ground up to about 500 Ft. They hit all over the plane and one went through the nose and one through the co-pilot's hatch. They hit both props and the wings and fuselage. We discontinued our bombing and headed for Houston, landed and found the plane in no condition to fly, so we left it there.

Further Deponent sayeth not.

Michael R. Petrich
MICHAEL R. PETRICH
2nd Lt., Air Corps
ASN 0-684039

Sworn and subscribed to before me this 15th day of November, 1943, at Army Air Field, Lake Charles, La.

Sidney A. Price
SIDNEY A. PRICE
Major, Air Corps
Pres. Acc. Committee

6

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STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 15 November 1943, one 2nd Lt. John L. Conkling, AC, ASN O-691085, who being by me first duly sworn according to law, deposes and says:

I was co-pilot on B-26B, AF #41-31751, on 13 November 1943. We were just completing a low level cross-country. We flew over the skip bombing range at Galveston, the target being a couple of miles Southeast of a sulphur plant in marshy land. Our first flight over the target didn't seem to bother the ducks and we made about 10 passes over the target. The birds did not fly up at all, but seemed to skim over the water.

At the turn of the final approach of the eighth run on the target the large flock of ducks flew directly into the air between us and the target. We were too close to avoid the ducks. One duck went through the plexi-glass nose section of the plane. One duck broke the glass in the co-pilot's escape hatch. One sleeve on the right propeller was damaged and two sleeves on the left propeller were dented. There was a dent in the leading edge of the left wing about 10 Ft. from the tip. The engines ran slightly rough after the ducks hit; however, it didn't affect the control of the plane.

Further Deponent sayeth not.

John L. Conkling

JOHN L. CONKLING
2nd Lt., Air Corps
ASN O-691085

Sworn and subscribed to before me this 15th day of November, 1943, at Army Air Field, Lake Charles, La.

Sidney A. Price

SIDNEY A. PRICE
Major, Air Corps
Pres. Acc. Committee

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STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned authority for administering oaths in cases of this character did personally appear this date, 15 November 1943, one 2nd Lt. Stanley J. Schmitt, AC, ASN 0-744416, who being by me first duly sworn according to law, deposes and says:

I was bombardier on B-26B, AF #41-31751, on 13 November 1943. We had just finished a low altitude mission, a "Round Robin". We came in to bomb at the bombing range near Galveston, Texas. We were going to bomb the target Southeast of the sulphur plant, approximately 8 Mi. inland from the Gulf. Having taken a few passes at the target to get bombing pattern, we started skip-bombing at approximately 100 Ft. at the time of bomb release. As we came out of the turn for the approach on the 8th bomb, about 500 ducks flew up in front of us. There must have been another cause for these ducks to fly up this high because on the other runs the ducks would rise not more than 30 Ft. and then settle back on the water.

Right before the duck hit the nose I doubled up into a knot behind the bomb-sight. The duck hit the rib at the lower left corner of the eliptical frame of the shatter-proof glass in the nose. After hitting this it came through the plexi-glass and apparently hit the base of the bomb-sight, thus snapping the bomb-sight off its frame at the top. Some of the duck apparently came completely through the nose. At that time I didn't know that other ducks had hit the plane, so when the co-pilot told me to come out of the nose I handed back the sight and my navigation equipment. My reason for clearing the nose of equipment was to make sure that it did not fall out the hole in the nose.

After passing out this equipment I realized the ship was in trouble and left the nose and went into the navigator's compartment. I then put the pins in the bombs remaining in the bomb-bays and told the tail gunner to be ready for an emergency landing. I then returned to the navigator's compartment until we landed at Ellington Field.

Further Deponent sayeth not.

Stanley J Schmitt
STANLEY J. SCHMITT
2nd Lt., Air Corps
ASN 0-744416

Sworn and subscribed to before me this 15th day of November, 1943, at Army Air Field, Lake Charles, La.

Sidney A. Price
SIDNEY A. PRICE
Major, Air Corps
Pres. Acc Committee

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HEADQUARTERS
LAKE CHARLES ARMY AIR FIELD
Office of the Commanding Officer

Lake Charles, La.
19 November 1943

SUBJECT: Aircraft Accident Report.

TO : Headquarters, Flight Control Command, Army Air Forces, Winston-Salem, North Carolina.

Submitted herewith is report of accident officer of accident involving 2nd Lt. Michael R. Petrich, AC, ASN 0-684039, in B-26B20MA Airplane, AF #41-31751, on 13 November 1943, at this station.

For the Commanding Officer:

1 Incl.
AAF Form #14
with incls.

LAURIE V. JONES
1st Lt., Air Corps
Adjutant

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HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU.
FOR INFO OFC MGMT.
FOR FILE M&R.

DATE 14 NOV. 1943.

[XX] T.W.X. [ ] TELEGRAM

24 CLBA 0 COLUMBIA ARMY AIR BASE SOCAR.. RELAYED MESSAGE.

FROM MCCOY CO AAF LAKE CHARLES LOUISIANA 13/130213Z.

TO CHIEF FLYING SAFETY NISSEN BLDG WINSTON SALEM N C..

NO GR BT..

336BGE110PD CITE PART FIVE AAF REG SIXTY TWO DASH FOURTEEN CMA FOLLOWING AIRCRAFT ACCIDENT REPORT IS SUBMITTED COLON..

A. 13 NOVEMBER 1943 1615 CWTGALVESTON BOMBING RANGE CMA GALVESTON CMA TEXAS PD. B. PILOT MICHAEL R PETRICH. C. ACCIDENT IN FLIGHT CMA AIRPLANE DAMAGED BY BIRDS IN FLIGHT PD. D. P MICHAEL R PETRICH CMA 2ND LT CMA AUS CMA 3AF CMA 336BG CMA 480 BS CMA AAF LAKE CHARLES CMA LOUISIANA CMA NO INJURY. CP JOHN L CONKLING CMA 2ND LT AMC AUS CMA 3AF CMA 336BG CMA 480BS CMA AAF LAKE CHARLES CMA LOUISIANA CMA NO INJURY PD. BN STANLEY J SCHMITT CMA 2ND LT CMA AUS CMA 3AF CMA 336BG CMA 480BS CMA AAF LAKE CHARLES CMA LOUISIANA CMA NO INJURY PD. BN GEORGE B DODSON CMA 2ND LT CMA AUS CMA 3AF CMA 336BG CMA 480BS CMA AAF LAKE CHARLES CMA LOUISIANA CMA NO INJURY PD. E WALTER B WOOD CMA SERGEANT CMA AUS CMA 3AF CMA 336BG CMA 480BS CMA AAF LAKE CHARLES CMA LOUISIANA CMA NO INJURY PD. R DAN PAREN NMI PAREN SZANYI STAFF SERGEANT AUS CMA 3AF CMA 336BG CMA 480BS CMA AAF LAKE CHARLES CMA LOUISIANA CMA NO INJURY PD.. G HOMER D PARSONS SERGEANT CMA AUS CMA 3AF CMA 336BG CMA 480BS CMA AAF LAKE CHARLES CMA LOUISIANA CMA NO INJURY PD..

CONTINUED PAGE TWO..

1292:10-43

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HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU.
FOR INFO OFC MGMT.
FOR FILE M&R.

DATE 14 NOV. 1943.

[XX] T.W.X. [ ] TELEGRAM

CONTINUED PAGE TWO..

E. LOW LEVEL NAVIGATION PD..

F. THIN HIGH BROKEN CLOUDS VISIBILITY UNLIMITED PD..

G. B-26B20MA 41-31751..

H. AAF LAKE CHARLES CMA LOUISIANA..

I. REPLACEMENT OF PROPELLERS PD..

J. NONE.

K. SUB DEPOT REPAIR CMA ELLINGTON FIELD CMA HOUSTON CMA TEXAS PD.

L. NONE.

01 Instant R. Pilot 2nd Lt 1
04 John L. Cobling 2nd Lt 1
95 Hale J. Stovall 2nd Lt 1
95 Jesse B. Dodson 2nd Lt 1
62 Walter B. Wood Sgt 1
91 [illegible] S/Sgt 1
64 Hans D. Thune Sgt 1

#11.

PS..

1292:10-43

44-11-13-11

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