RESTRICTED

War Department
A.A.F. Form No. 14
(Revised Man 15, 1942)

Accident No. 45-1-20-536

WAR DEPARTMENT
AAF Station A-72
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

BO.

(1) Place A-59 (2) Date 20 January 1945 (3) Time 1700
Aircraft (4) Type & Model B-26G (5) A.F. No. 44-67884 (6) Station A-72
Organization (7) 9th B.D. (Command & Air Force) Ninth AF (8) (Group) (9) 1st. Pathfinder Sq. (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rat ing (12)	Serial No. (13)	Rank (14)	Per. Class (15)	Br. (16)	Air Force or Command (17)	Result to Per. (18)	Use of chute (19)
P	Jones, Paul H.	P	0-791213	Capt	01	AC	Ninth AF	None	No
CP	Richmond, Robert L.	CP	0-772800	2nd Lt	01	AC	Ninth AF	None	No
N	LeBoeuf, John M.	N	0-707943	1 Lt	01	AC	Ninth AF	None	No
B	Rizzo, Anthony	B	0-742557	2 Lt	01	AC	Ninth AF	None	No
RG	Isenberg, Henry M.	RG	31204710	S/S	21	AC	Ninth AF	None	No
WG	DeCew, William D.	WG	39310409	S/S	21	AC	Ninth AF	None	No
TG	Folsom, Robert H.	TG	7001301	S/S	21	AC	Ninth AF	None	No

(20) Jones (Last) Paul (First) H. (Init) (21) 0-791213 (Serial) (22) Capt. (Rank) (23) 01 (Per. Class) (24) AC (Branch)
Assigned (25) 9th. B.D. (Command & Air Force) Ninth AF (26) 344 (Group) (27) 494 (Squadron) (28) A-59 (Station)
Attchd for flying (29) 9th. B.D. (Command & A.F.) Ninth (30) (Group) P.F.F. (31) Pathfinder (Sqdn) (32) A-72 (Station)
Org. Rat. (33) Pilot (Rating) (34) 8/5/42 (Date) Pres. rat. (35) Pilot (Rating) Inst. rat (37) (Date)
First Pilot Hours (at time of accident) Pres. rat. date (36) 8/5/42

(38) This type	700:40	(42) Inst. time last 6 mos	28:30
(39) This model	65:00	(43) Inst. time last 30 days	08:10
(40) Last 90 days	87:00	(44) Night time last 6 mos	08:20
(41) Total	1452:30	(45) Night time last 30 days	00:00

AIRCRAFT DAMAGE

Damage				(49) List of damaged parts
(46) Aircraft			M	Complete Wreck
(47) Engine(s)			M	
(48) Propeller(s)			M	

(50) Weather at time of accident CAVU

(51) Was the pilot flying on instruments at time of accident No
(52) Cleared from A-59 (53) To A-72 (54) Kind of clearance VFR
(55) Pilot's mission Local flight from A-59 to A-72.
(56) Nature of accident A/C crashed on takeoff
(57) Cause of accident Plane lost power in left engine causing A/C to swerve to left. A/C hit soft bank losing airspeed causing pilot to belly ship in.
(58) Has Form 54 been submitted? No

RESTRICTED

(10-42) 16-28757-2

RESTRICTED

DESCRIPTION OF ACCIDENT

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

In the accident of A/C 44-67884, which occurred at A-58 on 20 January 1945 it appears that on take-off the plane lost power in the left engine immediately after being airborne. The pilot could not keep the plane straight with rudder. He cut back on the power and settled back on the runway and slid off to the side into a snow drift.

Loss of power on the left engine is considered 100% responsible for the accident. Since the engine was wrecked the Engineering Officer did not investigate to try and determine the cause of the engine failure. Therefore the cause for engine failure has not been established.

There are no recommendations.

Harrison A. Epperson

Signature (Investigating Officer)

HARRISON A. EPPERSON, Capt. AC

Joseph M. Du Bois

JOSEPH M. DU BOIS, 1st. Lt. AC

George B. Davis

GEORGE B. DAVIS, 1st. Lt. AC

Date, 7 March 1945. (Re-investigated)

RESTRICTED

RESTRICTED

HEADQUARTERS
1st Pathfinder Squadron Prof.
APO 140, U.S. Army

2 March 1945

C E R T I F I C A T E

On January 20, 1945, at A-58 I taxiied out to take-off on runway 280' after checking my engines. I started a normal take-off. After I was airborne and the gears were coming up and the airspeed about 115 MPH, the left engine lost power. I could not hold the aircraft straight or could not hold altitude. The aircraft hit a snowdrift at the end of the runway about the same time that I cut the power and the ship slid to a stop off the runway.

At the time of the accident the runway was very slippery and snow was piled up at the edges. The first 3000 feet of the runway was cleared to the edges but the rest was about half cleared and in a zig zag manner.

No one was injured. The plane was turned over to the 30th Service Squadron.

/s/ Paul H. Jones,
PAUL H. JONES,
Captain, Air Corps,
Pilot.

I certify that this is a true extract copy:

Gerald W Shirey
GERALD W. SHIREY,
Captain, Air Corps,
S-3 Officer.

Incl #1

RESTRICTED

RESTRICTED

HEADQUARTERS
1st Pathfinder Squadron Prov.
APO 140, U.S. Army

2 March 1945

C E R T I F I C A T E

We taxied out to take-off on runway 280. We made the engine checks and run up and everything checked alright.

The runway had been cleared for the first two or three thousand yards but beyond that was only cleared in the center of the runway and very much in a zig zag manner. We started take-off and when the Captain signaled "wheels up" I pulled them up and started closing the cowl and oil cooler flaps. As the gears were coming up the left engine appeared to lose power and the aircraft veered to the left and mushed into a snowbank at the edge of the runway.

There were no injuries to any of the personnel.

/s/ Robert L. Richmond
ROBERT L. RICHMOND,
2nd Lt., Air Corps,
Co-Pilot.

I certify that this is a true extract copy:

Gerald W Shirey
GERALD W. SHIREY,
Captain, Air Corps,
S-3 Officer.

Incl #2

RESTRICTED

RESTRICTED

OFFICE OF THE ENGINEERING OFFICER
1ST PATHFINDER SQUADRON
APO 140, U.S. ARMY

27 March 1945

C E R T I F I C A T E

The crash of Aircraft No. 44-67884 did not occur at it's home station, so a preliminary investigation could not be conducted by the Engineering Officer immediately following the accident.

The Pilot was questioned by the Engineering Officer when he returned to his home station, and the Engineering Officer was under the impression that the accident resulted because of a snow drift at the end of the runway which the ship hit on it's take off run.

The Pilot is now missing in action and therefore cannot be contacted for an additional statement on what caused the accident. The engines of the crashed Aircraft have been returned to an overhaul depot for disposition.

Walter A. Spencer
WALTER A. SPENCER,
1st Lt., Air Corps,
Engineering Officer.

Incl #4

RESTRICTED

RESTRICTED

OFFICE OF THE OPERATIONS OFFICER
1st Pathfinder Squadron Prov.
APO 140, U.S. Army

2 March 1945

SUBJECT: Assessment of Damage to Aircraft 44-67884.

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
(Through Channels)

1. Following is the damage incurred on Aircraft 44-67884 in the accident which occurred 20 January 1945 at A-58

Aircraft complete wreck. Major replacement.

Gerald W Shirey

GERALD W. SHIREY,
Captain, Air Corps,
Operations Officer.

Incl #3

RESTRICTED

War Department
A.A.F. Form No. 14
(Revised Man 15, 1942)

Accident No.....

WAR DEPARTMENT
AAF Station A-72
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place A-58 (2) Date 20 January 1945 (3) Time 1700
Aircraft: (4) Type & Model A-20G15 (5) A.F. No 44-67884 (6) Station A-72
Organization (7) 9th A.D. (Command & Air Force) Ninth AF (8) - - - - (Group) (9) 1st Bombardier Sq. (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Per. Class (15)	Br. (16)	Air Force or Command (17)	Result to Per. (18)	Use of chute (19)
P	Jones, Paul H.	P	O-791213	Capt.	01	AC	Ninth AF	None	No
CP	Richmond, Robert L.	CP	O-778800	2nd Lt.	01	AC	Ninth AF	None	No
N	DeBoeuf, Jos. H.	N	O-707945	1 Lt	01	AC	Ninth AF	None	No
B	Ritzo, Anthony	B	O-744567	2 Lt	01	AC	Ninth AF	None	No
RO	Isenberg, Henry M.	RO	31204710	S/S	21	AC	Ninth AF	None	No
RO	DeCew, William D.	RO	36310409	S/S	21	AC	Ninth AF	None	No
TG	Folsom, Robert H.	TG	7001301	S/S	21	AC	Ninth AF	None	No

(20) Jones (Last) Paul (First) H. (Init) (21) O-791213 (Serial) (22) Capt. (Rank) (23) 01 (Per. Class) (24) AC (Branch)
Assigned (25) 9th A.D. (Command & Air Force) Ninth AF (26) 344 (Group) (27) 494 (Squadron) (28) A-58 (Station)
Attchd for flying (29) 9th A.D. (Command & A.F.) Ninth (30) - - - (Group) (31) Pathfinder (Sqdn) (32) A-72 (Station)
Org. Rat. (33) Pilot (Rating) (34) 8/5/42 (Date) Pres. rat. (35) Pilot (Rating) Inst. rat (37) - - - - (Rating)
Pres. rat. date (36) 8/5/42

First Pilot Hours (at time of accident)

(38) This type	780:40	(42) Inst. time last 6 mos	26:30
(39) This model	65:20	(43) Inst. time last 30 days	08:10
(40) Last 90 days	87:00	(44) Night time last 6 mos	08:20
(41) Total	1452:20	(45) Night time last 30 days	00:00

AIRCRAFT DAMAGE

Damage				(49) Lot of damaged parts
(46) aircraft			H	Complete Wreck
(47) Engine(s)			H	
(48) Propeller(s)			H	

(50) Weather at time of accident CAVU
(51) Was the pilot flying on instruments at time of accident No
(52) Cleared from A-58 (53) To A-72 (54) Kind of Clearance "VR"
(55) Pilot's mission Local flight from A-58 to A-72.
(56) Nature of accident A/C crashed on take-off
(57) Cause of accident Plane lost power in left engine causing A/C to swerve to left. A/C hit snow bank losing airspeed causing pilot to belly and in.
(58) Has Form 54 been submitted? No

RESTRICTED

(10-42) Incl #2

3-28777-i

DESCRIPTION OF ACCIDENT

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

In the accident of A/C 44-67884, which occurred at A-58 on 20 January 1945 it appears that on take-off the plane lost power in the left engine immediately after being airborne. The pilot could not keep the plane straight with rudder. He cut back on the power and settled back on the runway and slid off to the side into a snow drift.

Loss of power on the left engine is considered 100% responsible for the accident. Since the engine was wrecked the Engineering Officer did not investigate to try and determine the cause of the engine failure. Therefore the cause for engine failure has not been established.

There are no recommendations.

Signature (Investigating Officer)

HARRISON A. EPPERSON, Capt.AC

JOSEPH M. DU BOIS, 1st. Lt., AC

GEORGE E. DAVIS, 1st. Lt. AC

Date 7 March 1945 (Re-investigated)

RESTRICTED

HEADQUARTERS
1st Pathfinder Squadron Prof.
APO 140, U.S. Army

2 March 1945

CERTIFICATE

On January 20, 1945, at A-58 I taxiied out to take-off on runway 280° after checking my engines. I started a normal take-off. After I was airborne and the gears were coming up and the airspeed about 115 MPH, the left engine lost power. I could not hold the aircraft straight or could not hold altitude. The aircraft hit a snowdrift at the end of the runway about the same time that I cut the power and the ship slid to a stop off the runway.

At the time of the accident the runway was very slippery and snow was piled up at the edges. The first 3000 feet of the runway was cleared to the edges but the rest was about half cleared and in a zig zag manner.

No one was injured. The plane was turned over to the 30th Service Squadron.

/s/ Paul H. Jones,
PAUL H. JONES,
Captain, Air Corps,
Pilot.

I certify that this is a true extract copy:

Gerald W Shirey
GERALD W. SHIREY,
Captain, Air Corps,
S-3 Officer.

Incl #1

RESTRICTED

RESTRICTED

HEADQUARTERS
1st Pathfinder Squadron Prov.
APO 140, U.S. Army

2 March 1945

CERTIFICATE

We taxied out to take-off on runway 280. We made the engine checks and run up and everything checked alright.

The runway had been cleared for the first two or three thousand yards but beyond that was only cleared in the center of the runway and very much in a zig zag manner. We started take-off and when the Captain signaled "wheels up" I pulled them up and started closing the cowl and oil cooler flaps. As the gears were coming up the left engine appeared to lose power and the aircraft veered to the left and mushed into a snowbank at the edge of the runway.

There were no injuries to any of the personnel.

/s/ Robert L. Richmond

ROBERT L. RICHMOND,
2nd Lt., Air Corps,
Co-Pilot.

I certify that this is a true extract copy:

Gerald W Shirey

GERALD W. SHIREY,
Captain, Air Corps,
S-3 Officer.

Encl #2

RESTRICTED

RESTRICTED

OFFICE OF THE OPERATIONS OFFICER
1st Pathfinder Squadron Prov.
APO 140, U.S. Army

2 March 1945

SUBJECT: Assessment of Damage to Aircraft 44-67884

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
(Through Channels)

1. Following is the damage incurred on Aircraft 44-67884 in the accident which occurred 20 January 1945 at A-58.

Aircraft complete wreck. Major replacement.

Gerald W Shirey

GERALD W. SHIREY,
Captain, Air Corps,
Operations Officer.

Incl #3

RESTRICTED

RESTRICTED

OFFICE OF THE ENGINEERING OFFICER
1ST PATHFINDER SQUADRON
APO 140, U.S. ARMY

27 March 1945

CERTIFICATE

The crash of Aircraft No. 44-67884 did not occur at it's home station, so a preliminary investigation could not be conducted by the Engineering Officer immediately following the accident.

The Pilot was questioned by the Engineering Officer when he returned to his home station, and the Engineering Officer was under the impression that the accident resulted because of a snow drift at the end of the runway which the ship hit on it's take off run.

The Pilot is now missing in action and therefore cannot be contacted for an additional statement on what caused the accident. The engines of the crashed Aircraft have been returned to an overhaul depot for disposition.

Walter A. Sparmon

WALTER A. SPARMON,
1st Lt., Air Corps,
Engineering Officer.

Encl #4

RESTRICTED

RESTRICTED

War Department
A.A.F. Form No. 14
(Revised May 15, 1942)

Accident No.....

MAR DEPARTMENT
AAF Station A-72
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1)Place.....A-58.....(2)Date 20 January 1946.....(3)Time..1700.....
Aircraft:(4)Type & Model B-26B25.....(5)A.F. No 44-67884.....(6)Station A-72.....
Organization (7)9th. B.D. Ninth AF.....(8) - - -

RESTRICTED

DESCRIPTION OF ACCIDENT

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

In the accident of A/C 44-67884, which occurred at A-58 on 20 January 1945 it appears that on take-off the plane lost power in the left engine immediately after being airborne. The pilot could not keep the plane straight with rudder. He cut back on the power and settled back on the runway and slid off to the side into a snow drift.

Loss of power on the left engine is considered 100% responsible for the accident. Since the engine was wrecked the Engineering Officer did not investigate to try and determine the cause of the engine failure. Therefore the cause for engine failure has not been established.

There are no recommendations.

Sign: Harrison A. Epperson
(Investigating Officer)
HARRISON A. EPPERSON, Capt. AC

JOSEPH M. DU BOIS, 1st. Lt. AC

Date 7 March 1945

[illegible] DAVIS, 1st. Lt. AC

RESTRICTED

RESTRICTED

HEADQUARTERS
1st Pathfinder Squadron Prov.
APO 140, U.S. Army

2 March 1945

CERTIFICATE

On January 20, 1945, at A-58 I taxiied out to take-off on runway 280' after checking my engines. I started a normal take-off. After I was airborne and the gears were coming up and the airspeed about 115 MPH, the left engine lost power. I could not hold the aircraft straight or could not hold altitude. The aircraft hit a snowdrift at the end of the runway about the same time that I cut the power and the ship slid to a stop off the runway.

At the time of the accident the runway was very slippery and snow was piled up at the edges. The first 3000 feet of the runway was cleared to the edges but the rest was about half cleared and in a zig zag manner.

No one was injured. The plane was turned over to the 30th Service Squadron.

/s/ Paul H. Jones,
PAUL H. JONES,
Captain, Air Corps,
Pilot.

I certify that this is a true extract copy:

Gerald W Shirey

GERALD W. SHIRRY,
Captain, Air Corps,
S-3 Officer.

RESTRICTED

Incl #1

RESTRICTED

HEADQUARTERS
1st Pathfinder Squadron Prov.
APO 140, U.S. Army

2 March 1945

CERTIFICATE

We taxied out to take-off on runway 280. We made the engine checks and run up and everything checked alright.

The runway had been cleared for the first two or three thousand yards but beyond that was only cleared in the center of the runway and very much in a zig zag manner. We started take-off and when the Captain signaled "wheels up" I pulled them up and started closing the cowl and oil cooler flaps. As the gears were coming up the left engine appeared to lose power and the aircraft veered to the left and mushed into a snowbank at the edge of the runway.

There were no injuries to any of the personnel.

/s/ Robert L. Richmond
ROBERT L. RICHMOND,
2nd Lt., Air Corps,
Co-Pilot.

I certify that this is a true extract copy:

Gerald W Shiney

GERALD W. SHINEY,
Captain, Air Corps,
S-3 Officer.

RESTRICTED

Incl #2

RESTRICTED

OFFICE OF THE OPERATIONS OFFICER
1st Pathfinder Squadron Prov.
APO 140, U.S. Army

2 March 1945

SUBJECT: Assessment of Damage to Aircraft 44-67884

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
(Through Channels)

1. Following is the damage incurred on Aircraft 44-67884 in the accident which occurred 20 January 1945 at A-68.

Aircraft complete wreck. Major replacement.

Gerald W Shirey

GERALD W. SHIREY,
Captain, Air Corps,
Operations Officer.

Incl # 3

RESTRICTED

RESTRICTED

OFFICE OF THE ENGINEERING OFFICER
1ST PATHFINDER SQUADRON
APO 140, U.S. ARMY

27 March 1945

CERTIFICATE

The crash of Aircraft No. 44-67884 did not occur at it's home station, so a preliminary investigation could not be conducted by the Engineering Officer immediately following the accident.

The Pilot was questioned by the Engineering Officer when he returned to his home station, and the Engineering Officer was under the impression that the accident resulted because of a snow drift at the end of the runway which the ship hit on it's take off run.

The Pilot is now missing in action and therefore cannot be contacted for an additional statement on what caused the accident. The engines of the crashed Aircraft have been returned to an overhaul depot for disposition.

Walter A Sprague

WALTER A. SPRAGUE,
1st Lt., Air Corps,
Engineering Officer.

pilot #4

RESTRICTED

RESTRICTED

HEADQUARTERS
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

8 March 1945

SUBJECT: Aircraft Accident Report.

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
(Through Channels)

1. Transmitted herewith is AAF Form 14 and supporting papers concerning accident of B-26G15, 44-67884, which occurred at 1700, on 20 January 1945 at A-58.



Gerald W. Shirey
GERALD W. SHIREY
Captain, Air Corps,
S-3 Officer.

Inclosures:

1. AAF Form 14.
2. Certificate of Paul H. Jones, Capt., AC.
3. Certificate of Robert L. Richmond, 2nd. Lt., AC.
4. Assessment of damage to A/C 44-67884.
5. Statement of Engineering Officer.

Incl #1

RESTRICTED

Subject: Aircraft Accident Report (B-26[illegible], A.F. No. 44-67884).

360.33 1st Ind. E-Q-3

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 30 March 1945.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

For the Commanding General:

5 Incls: n/c (in trip)

RESTRICTED

RESTRICTED

360.33 1st W/Ind. E
HEADQUARTERS NINTH AIRFORCE, APO 696, US Army, 4 April 1945.

To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

1. AAF Form No.14 and allied papers returned for signature of the 1st indorsement to letter Headquarters, 1st Pathfinder Squadron (Prov), subject: "Aircraft Accident Report", dated 8 March 1945.

2. Request subject correspondence be returned to this Headquarters as soon as possible.

For the Commanding General:

HAROLD L. CARTER,
Lt. Col., A.G.D.,
Asst Adj General.

2 Incls:
Incl 1- Ltr Hq 1st Pathfinder Sq (Prov) subj: "Aircraft Accident Rpt", dtd 8 Mar 45 (dup).
Incl 2- AAF Form No. 14, w/4 incls (trip).

A1161

NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
Jones, Paul H.	B-26G	45-1-20-536

CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN