Accident No. 45-1-22.538

Date 4-14-45

Checked by [illegible]

Analyzed by [illegible]

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Notes

5989:10-440FS

RESTRICTED

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

Accident No. 45-1-22-538

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

REPORT OF AIRCRAFT ACCIDENT

(1) Place Perrone (2) Date 22 January 1945 (3) Time 1500

Aircraft: (4) Type & Model B-26G (5) A.F. No. 43-34201 (6) Station A-72

Organization (7) 9th B.D. (Command & Air Force) Ninth AF (8) 0 (Group) (9) 1 Pathfinder Sq. (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Nat'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	DuBois, Joseph M	P	O-677682	1 Lt	01	AC	Ninth AF	None	No
CP	Britanik, Richard R	P	O-822630	1 Lt	01	AC	Ninth AF	Minor	No
N	Robbins, Hugh W	N	O-749933	1 Lt	01	AC	Ninth AF	Fatal	No
B	Boettcher, Richard H	BO	O-766186	1 Lt	01	AC	Ninth AF	Minor	No
RG	Glass, William G	RG	33117765	S/Sgt	21	AC	Ninth AF	Fatal	No
RG	Apsey, Samuel M	RG	20304253	Sgt	21	AC	Ninth AF	Major	No
TG	Flores, Mike	TG	39571005	Sgt	21	AC	Ninth AF	Major	No

(20) DuBois (Last) Joseph (First) M (Init) (21) O-677682 (Serial) (22) 1 Lt (Rank) (23) 01 (Per. Class) (24) AC (Branch)

Assigned (25) 9th B.D. (Command & Air Force) Ninth AF (26) 387 (Group) (27) - (Squadron) (28) A-71 (Station)

Attchd for flying (25) 9th B.D. (Command & A.F.) Ninth (AF) (Group) (30) 1 Pathfinder (Sqdn.) (32) A-72 (Station)

Org. Rat. (33) Pilot (Rating) (34) 4/22/43 (Date) Pres. rat. (35) Pilot (Rating) Inst. rat (37) 4/26/44 (Date)

First Pilot Hours (at time of accident) Pres. rat. date (36) 4/22/43

(38) This type	1002:05	(42) Inst. time last 6 mos	33:15
(39) This model	110:00	(43) Inst. time last 30 days	08:00
(40) Last 90 days	124:30	(44) Night time last 6 mos	05:30
(41) Total	1387:30	(45) Night time last 30 days	01:00

AIRCRAFT DAMAGE

F-OR-1-OMW-24

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 700 feet ceiling, 200-500 yards visibility

(51) Was the pilot flying on instruments at time of accident Yes

(52) Cleared from A-72 (53) To A-72 (54) Kind of clearance "A" Form

(55) Pilot's mission Combat Mission

(56) Nature of accident Crashed attempting to land

(57) Cause of accident Both engines cut out just prior to landing at A-72.

(58) Has Form 54 been submitted? No

CLASSIFICATION CANCELLED OR CHANGED TO RESTRICTED BY AUTHORITY OF [illegible] BY [illegible] DATE [illegible]

RESTRICTED

RESTRICTED

(10-42)

RESTRICTED

SECRET

DESCRIPTION OF ACCIDENT

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

At about 1445 on 22 January 1945 aircraft 43-34201 passed over A-72 and asked for landing instructions. Flying Control attempted to divert the aircraft but the pilot elected to land dut to the factthat one engine was cutting out. At about 1000 feet the left engine cut out completely and a few seconds later the right engine began to cut out. The pilot was on instruments in a snow storm. The pilot coudl not hold altitude so he cut the mixtures and switches and bellied the aircraft in approximately six miles from A-72.

The plane was completely wrecked and burned.

The cause of the accident was due 100% to engine failure. There are no reccommdations.

RECEIVED
APR - 7 1945

Signature. Harrison Epperson
(Investigating Officer)
HARRISION A. EPPERSON, Capt. AC

GEORGE S. DAVIS, 1st. Lt. AC

Walter A. Spencer
WALTER A. SPENCER, 1st. Lt., AC

Date..27.January.1945.....

SECRET

SECRET

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

23 January 1945

C E R T I F I C A T E

On 22 January 1945 at approximately 1445, A/C No. 201, piloted by myself approached A-72 with the left engine cutting out. Drunkard Control attempted to divert the A/C to A-74. I elected to try to land because of the condition of the aircraft. I thought it dangerous to attempt the diversion. After leaving A-72 enroute to A-74 the left engine was delivering partial power at approximately 22 hg. and 2300 rpm. The right engine had 45" hg. and 2400 rpm. At this time I experimented more with the carburetor heat control but go no results. The carburetor air temperature gauge was giving satisfactory reading on both engines. It was impossible to climb the A/C above 800-1000 feet altitude. At approximately 1500, the left engine failed completely and approximately 30 seconds later the right engine failed at 800-1000 feet altitude. The mixture controls were cut and the ship was landed straight ahead in a flat attitude with the wheels up.

The A/C was stalled in from 10-15 feet above the ground at an airspeed of 90-100 mph. and hit about 500-600 yards from a wooded area and continued into the woods approximatley 150 feet, hitting a large tree which sheared off the right wing and started the A/C burning.

Actual cause of engine failure unknown. All engine instruments were indicating proper readings. Eachmain gas tank was indicating over 100 gallons at 1445 (approximately. The weather at the time of the accident was estimated to be 700-800 foot ceiling and 200-500 yards visibility. I was on instruments at the time of engine failure.

Joseph M. DuBois
JOSEPH M. DUBOIS,
1st. Lt., Air Corps,
Pilot.

Incl 2

SECRET

SECRET

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

24 January 1945

C E R T I F I C A T E

On the 22nd. of January 1945, while returning from a mission over Germany our left engine was cutting momentarily and periodically. I had noticed it had cut like this once before reaching the bombline going in, as well as on the bomb run and turn off target. At each time I checked the carburetor heat even though the gauges read satisfactorily all through the flight and were at all times well up in the green. Upon reaching the field, at A-72, they tried to divert us to A-74 due to weather which I would estimate at 100 feet ceiling and ½ mile visibility. The engine sputtered several times and the first pilot thought it advisable to get in while we had a field near. We made three passes and saw the flares on the approach but never could line up due to the weather which at the time of the third pass seemed to be zero-zero due to snow flurry. The field tower gave us a heading and we took it up and began to climb. We reached about 1200 feet indicated and the left engine cut and the first pilot proceeded to begin single engine operation. The it cut in again and then out, and we were losing altitude fast. Then the right engine cut and we broke through the undercast and immediately saw the trees and telephone pole in front of us. We missed the pole and hit in the brushy area. I remember definitely three hard jolts.

In conclusion let me add that at all times during the flight the engine instruments were within normal operating limits, the pitot heat was on for the descent and when the engine cut out the rpm would drop about a hundred or so. Each tank had approximately 100 plus gallons in it. I noticed the airspeed was about 110 above the trees and dropping fast. I estimate we hit going about 85-100 mph. The plane was burning upon contact with the ground.

Richard R. Britanik

RICHARD R. BRITANIK,
1st. Lt., Air Corps,
Co-pilot.

Inc 13

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SECRET

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

27 January 1945

SUBJECT: Assessment of Damage to A/C 43-34201.

TO : Commanding General, 9th. Air Force, APO 696, U.S. Army.
(Through Channels)

1. Following is the damage incurred on A/C 43-34201 in an accident that occurred on 22 January 1945:

a. Airplane complete wreck. Major replacement.

Gerald W Shirey

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

Incl 4

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HQ. AAF
3 - APR 1945
CLASSIFIED MAIL SECTION

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

26 January 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-26G1, Air Corps Number 43-34201 which occurred on 22 January 1945, at Perrone.

RECEIVED
2 FEB 1945

Vanner A. Smith
VANNER A. SMITH,
Major, Air Corps,
S-3 Officer.

Inclosures:

1. AAF Form 14. (Secret)
2. Certificate of Joseph M. Dubois, 1st. Lt. AC.
3. Certificate of Richard R. Britanik, 1st. Lt. AC.
4. Assessment of Damage.

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 25 February 1945.

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 27 November 1944.

For the Commanding General:

2741

RECEIVED
27 FEB 1945

for C. C. VEGA, Jr.
LT. COLONEL, A.C.
ADJUTANT GENERAL.

4 Incls: n/c (in trip)

SECRET

SECRET

360.33 2nd Ind. E
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 28 March 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

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

4 Incls: n/c (2 cys ea w/d)

NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
DuBois Joseph M	B-26 71	45-1-22-538

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