NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
YOUNG PAUL R	B-26J-1	45-2-10-517

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

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

~~RESTRICTED~~

WAR DEPARTMENT
AAF STATION A-73
U. S. ARMY AIR FORCES

Accident No. _____

REPORT OF AIRCRAFT ACCIDENT

(1) Place Aspelt, Luxembourg (2) Date 10 February 1945 (3) Time 1550

Aircraft: (4) Type and model B-26G1 (5) A. F. No. 43-34156 (6) Station A-73

Organization: (7) 9th B.D. NINTH AF (Command and Air Force) (8) 391st Bomb (Group) (9) 572nd Bomb (Squadron)

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	Young, Paul R.	P	0-715989	2nd Lt	18	AC	NINTH	None	No
CP	Wright, Warren M.	P	0-715939	2nd Lt	18	AC	NINTH	None	No
B	Fagan, Kenneth F.	B	0-926614	2nd Lt	18	AC	NINTH	None	No
EG	Tsouprake, George (nmi)	EG	31304743	S/Sgt	38	AC	NINTH	Major	No
RG	Nealon, John P.	RG	32913786	S/Sgt	38	AC	NINTH	None	No
AG	Silver, Harold J.	AG	16037463	S/Sgt	38	AC	NINTH	Minor	No

~~PILOT OR OTHER ACCIDENT~~

(20) Young (Last name) Paul (First name) R. (Middle initial) (21) 0-715989 (Serial number) (22) 2nd Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th B.D. NINTH AF (Command and Air Force) (26) 391st Bomb (Group) (27) 572nd Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th B.D. NINTH AF (Command and Air Force) (30) 391st Bomb (Group) (31) 572nd Bomb (Squadron) (32) A-73 (Station)

Original rating (33) Pilot (Rating) (34) 12 May '44 (Date) Present rating (35) Pilot (Rating) (36) 12 May '44 (Date) Instrument rating (37) 1 June 1944 (Date)

First Pilot Hours:
(at the time of this accident)

(38) This type	205:55	(42) Instrument time last 6 months	5:30
(39) This model	21:30	(43) Instrument time last 30 days	2:00
(40) Last 90 days	75:40	(44) Night time last 6 months	5:30
(41) Total	459:25	(45) Night time last 30 days	1:00

AIRCRAFT DAMAGE NF - OR-1

	Damage L	Damage R	(49) List of Damaged Parts
(46) Aircraft	W		Total loss
(47) Engine(s)	W	W	
(48) Propeller(s)	W	W	

(50) Weather at the time of accident Visibility six (6) miles; six (6) tenths low cloud with base at twelve hundred (1200) feet; surface wind at 10 MPH.

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

(52) Cleared from A-73 (53) To A-73 (54) Kind of clearance Operational

(55) Pilot's mission Combat

(56) Nature of accident Crash landing in open field.

(57) Cause of accident Fuel exhaustion.

(58) Has Form 54 been submitted: No

~~RESTRICTED~~

Revised 31 March 45

RESTRICTED

DESCRIPTION OF ACCIDENT

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

1. On 10 February 1945, 2nd Lt Paul R. Young was returning from a combat mission in a B-26G1 aircraft, AF #43-34156. Because of the length of the briefed route, in addition to the fact that three runs were made on the primary target and that the formation climbed to an excessively high altitude (16,000 ft) at a high rate of climb, Lt Young's fuel supply was exhausted while he was still over enemy territory. The left engine, first, and shortly afterward, the right engine cut out because of fuel exhaustion. Lt Young feathered both props, prepared his crew for a crash landing and glided across the troop line into friendly territory. Unfeathering the props just before landing, he crash landed his aircraft into the most suitable field available. Aircraft is a complete loss as result of this accident.

2. Cause: The board finds that this accident was a direct result of engine failure because of fuel exhaustion due to operational necessity. The board does not feel that this accident was due to the pilot's failure to conserve fuel, in that more than half of the ships of the formation in which he was flying were unable to return to base because of fuel shortage.

3. Recommendations: None.

Signature James A. Sullens (Investigating Officer)

JAMES A. SULLENS, Lt Col, AC.

Walter J. Ives

WALTER J. IVES, Maj, AC.

Carroll A. Santos Jr.

CARROLL A. SANTOS, Jr., AC.

Date 16 February 1945.

RESTRICTED

U. S. GOVERNMENT PRINTING OFFICE 16—28757-1

RESTRICTED

572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP

APO 140, U. S. Army,
15 February 1945.

SUBJECT: Airplane Accident - Plane #43-34156-J--Pilot's Statement.

TO : Operations Officer, 391st Bombardment Group, APO 140, U. S. Army.

1. This airplane accident took place in Aspelt, Luxembourg, at 1725, 10 February 1945.

2. The take-off and join-up were normal. The rate of climb On Course was too fast and required high power settings of 2500 R.P.M. and 39". After reaching Flight Altitude, we climbed on to 16,000' with maximum power settings, and bomb runs with doors open also with maximum power settings. Doors were open once for about 15 to 20 minutes. High altitude, airspeed and rate of climb caused us to use excessive power settings--using too much gas. The plane had a tendency to draw excessive power at altitude and with bomb doors open due to a trimming discrepancy.

3. The left engine went out first approximately 16 miles east of Troop Line. I called the Bombardier out of the nose and the Radio Operator forward. The right engine went out approximately 10 miles east of Troop Line at altitude of 9,000'. I instructed the crew to jettison loose equipment and to prepare for a crash landing. I had both props feathered: so I could not open bombay doors to throw out equipment there. I knew that if crew bailed out they would land in Germany: so I picked a long stretch of green fields on our side of line and prepared to ride it down. I called the crew forward and in crash position. The Engineer-Gunner in the tail got up last and saw that there was not enough time to make room in the Navigator's compartment: so closed the bulkhead door and sat down in the bombays. The Co-pilot and I started the props windmilling to keep the engines from flipping out on landing, and opened the escape hatches.

4. I had to fly the plane into the ground at 140 M.P.H. due to nature of terrain. The plane stopped approximately 150 yards from point of impact. The nose of the plane was torn up. The Navigator's compartment was broken open on the right side. The Navigator's table and package gun ammunition pinned the Armorer-Gunner in temporarily. The Engineer-gunner was trapped in mud and torn metal in bombay and was injured but not critically. The left bombay door was torn completely off. There were five flak holes in aft bombay. Considerable mud in both bombays, pilot's and navigator's compartments. The tail section was intact. Plane: Class "C" (salvage).

Paul R. Young
PAUL R. YOUNG,
2nd Lt, AC.

Incl #2

RESTRICTED

RESTRICTED

572ND BOMBARDMENT SQUADRON

APO NO. 140 US ARMY.
15 FEBRUARY 1945.

SUBJECT: AIRCRAFT ACCIDENT PLANE NO. 43-34156-J. (CO-PILOTS STATEMENT)

TO : OPERATIONS OFFICER, 391ST BOMBARDMENT GROUP, APO NO. 140, US ARMY.

1. ON FEBRUARY 10, 1945 WE TOOK OFF IN AIRCRAFT NO. 43-34156-J AND MADE A NORMAL JOIN UP. WE THEN HAD TO USE EXCESSIVE POWER SETTINGS TO CLIMB WITH THE FORMATION TO 15,500 FT.

2. WE DROPPED OUR BOMBS WITH THE FORMATION AND BEGAN THE TRIP HOME AT THAT TIME WE WERE LOW ON GAS. ABOUT 16 MILES INSIDE GERMANY THE LEFT ENGINE QUIT AND ALMOST IMMEDIATELY THE RIGHT ONE ALSO. WE DECIDED IT WOULD BE BETTER TO TRY AND GLIDE TO FRIENDLY TERRITORY RATHER THAN BAIL OUT OVER THE ENEMY. IN ALL WE GLIDED ABOUT 18 MILES WITH BOTH PROPS FEATHERED. AFTER CROSSING THE MOSELLE RIVER (THE BOMB LINE) WE WERE TO LOW TO JUMP AND WE HAD TO MAKE A CRASH LANDING ABOUT SEVEN (7) MILES BEHIND OUR LINES.

Warren M. Wright Lt

WARREN M. WRIGHT
2ND LT. AIR CORPS.

bnd#3

RESTRICTED

RESTRICTED

HEADQUARTERS
AAF STATION A-73

G-F-3

360.33

APO 140, U S Army
16 February 1945

F SUBJECT: Report of Aircraft Accident, A.F. No. 43-34156.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U S Army.

Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, Headquarters, IX Bomber Command, dated 18 April 1944.

For the Commanding Officer:

CYRIL S. FARFEL,
1st Lt, Air Corps,
Adjutant.

Inclosures:
WD AAF Form No. 14 in quad.
Statements of Pilot and Co-Pilot.

360.33 1st Ind. E-Q-3
F HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 23 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:

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

3Incls: 1 cy ea w/d

RESTRICTED

360.33 2nd Ind. E-
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 4 March 1945.

TO: Commanding General, Army Air Forces, Winston-Salem 1, North Carolina.
(Attn: Chief, Flying Safety)

Report of Aircraft Accident Committee approved.

For the Commanding General:

HAROLD I. CARTER,
Lt. Colonel, AGD,
Asst Adj General.

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