

RESTRICTED

ACCIDENT NO. _____

WAR DEPARTMENT
AAF STATION A-73
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place ... AAF Station A-73 (2) Date ... 3 March 1945 (3) Time ... 0758
 AIRCRAFT: (4) Type and model ... B-26C15 (5) A. F. No. 44-67820 (6) Station ... A-73
 Organization: (7) 9th B.D. Ninth AF (8) 291st Bomb (9) 574th Bomb
 (Command and Air Force) (Group) (Squadron) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19)

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. Wagner, Guy F.	P	0-699758	1st Lt	18 ✓	AC	Ninth AF	None ✓	No
	P. Wagner, Allen V., Jr.	P	0-823403	1st Lt	18 ✓	AU	Ninth AF	None ✓	No
	Sgt. Wetrous, Edgar C.	G	51009803	S/Sgt	36 ✓	AC	Ninth AF	None ✓	No
	Cpl. Gugis, Joseph N.	RG	31210335	Cpl	36 ✓	AC	Ninth AF	None ✓	No
	Sgt. Hosking, William E.	RG	56692721	S/Sgt	36 ✓	AC	Ninth AF	None ✓	No
	AG. Farmer, William J.	AG	37527185	S/Sgt	36 ✓	AU	Ninth AF	None ✓	No

PILOT CHARTER/MISSION ACCIDENT

(20) ... Name ... Guy ... P. ... (21) 0-699758 ... (22) 1st Lt ... (23) 18 ... (24) ... AC ... (Branch)
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Rating)

Assigned (25) 9th B.D. Ninth AF ... (26) 291st Bomb (27) 574th Bomb ... (28) ... A-73 ... (Branch)
 (Command and Air Force) (Group) (Squadron) (Rating)

Attached for flying (29) 22d B.D. Ninth AF ... (30) 291st Bomb (31) 574th Bomb ... (32) ... A-73 ... (Branch)
 (Command and Air Force) (Group) (Squadron) (Rating)

Original rating (33) Pilot ... (34) 5-12-43 Present rating (35) Pilot ... (36) 5-12-43 Instrument rating (37) 10 May 1944
 (Rating) (Date) (Rating) (Date) (Rating) (Date)

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

(38) This type	243:50	(42) Instrument time last 6 months	1:15
(39) This model	114:20	(43) Instrument time last 30 days	1:15
(40) Last 90 days	75:10	(44) Night time last 6 months	4:15
(41) Total	521:50	(45) Night time last 30 days	1:02

AIRCRAFT DAMAGE

NF OR-1

DAMAGE		LIST OF DAMAGED PARTS
L ✓ R		Complete wreck.
S		
R ✓ H ✓		
H ✓ H ✓		

(46) Weather at the time of accident: One-tenth cloud coverage, bases at 3000 feet; visibility of five (5) miles; surface wind 315° at eight (8) to twelve (12) MPH.

(47) Was the pilot flying on instruments at the time of accident ... No.
 (48) Cleared from ... A-73 ... To ... A-73 ... (49) Kind of charace ... Operational.

(50) Pilot's mission ... Combat bombing.

(51) Nature of accident: Ground accident. Aircraft crash landed at point of becoming airborne.

(52) Cause of accident: Either partial or complete loss of power of the left engine on take-off.

(53) DME Form 54 been submitted: No.

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DESCRIPTION OF ACCIDENT

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

1. On 3 March 1945, 1st Lt Guy F. Menage was scheduled to take-off on a combat bombing mission in a B-26G15 aircraft, AF #44-67920. His position in formation was No. 2, high flight, first box.

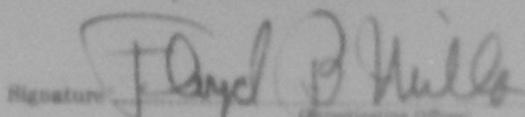
Lt Menage began his take-off run on runway zero-five-zero, in proper order in formation and at normal interval behind the ship preceding him. Take-off run was made on left side of runway, the preceding ship having taken off on the right-hand side; wind was ninety degree cross-wind from the left, velocity about twelve miles per hour. After rolling more than three-fourths the length of the runway, ship became airborne, was observed to swerve toward its left and then to crash, with wheels retracted, off the end of and to the left of the runway. Aircraft is complete wreck as result of this accident.

Lt Menage stated that, just at point of becoming airborne, his ship showed a strong and continued tendency to swerve to the left, which rapidly became uncontrollable and necessitated his cutting power and crash-landing the aircraft. Co-pilot and engineer stated, upon questioning, that they observed a drop in R.P.M. and manifold pressure. They both agreed with the pilot that there was a definite and severe loss of power on the left engine.

2. Cause: 100% materiel failure. The board feels that this accident occurred as a direct result of either partial or complete loss of power on the left engine. Statements of pilot, co-pilot and engineer; the behavior of the ship as observed from the ground; and the impossibility of strong prop-wash having been encountered, due to relative position of ships with respect to surface wind are believed to constitute sufficient weight of evidence to support this conclusion.

3. Recommendations: None.

Signature


Investigating Officer

FLOYD S. MILLER, Lt Col, A.C.

B-26G15

CARRIOL L. MARTIN, Jr., Maj, A.C.

Member of Technical Board

Date: 8 March 1945.

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3 March 1965

A-73

STATION
GROUP NO.

B-26G15

AIRCRAFT MODEL

T/Sgt V. T. Carey

CROSS COUNTRY AIR AREA: END SEEN

391ST BOMB (M)

44-67920

SQUADRON NO. AND TYPE

AIRCRAFT SERIAL NO.

PRINT PLAINLY
NAME - RANK ORGANIZATION

ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE. ENTER N. NIGHT OR I. INSTRUMENT. ENTER TIME FLOWN THEREUNDER

USE AS DIRECTED LOCALLY

DUTY IN ON DUTY IN OR DUTY IN OR DUTY IN OR DUTY IN OR

TERMINALS AND MISSION

FROM A-73 07 50

TO Crashed on Take-Off

MISSION NO. OF LANDING

C FROM

TO

MISSION NO. OF LANDING

R FROM

TO

MISSION NO. OF LANDING

E FROM

TO

MISSION NO. OF LANDING

G FROM

TO

MISSION NO. OF LANDING

FLIGHT REPORT - OPERATIONS

RESTRICTED

U.S. GOVERNMENT
A. P. G.
CROSS COUNTRY
END SEENTRANSCRIBED TOTAL FLIGHT
CHECKED TIME ENTERED
USABLE AND CORRECT CREW
ON FORM 1A
CROSS COUNTRY

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FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY	
	BY	STATION	
PREFLIGHT	3 Mar 45 C	A-73	
DAILY	2 Mar 45 R	A-73	
25 HOURS	124:35		
50 HOURS	124:35		
100 HOURS	174:35		
KLUGER	174:35		
Batteries	1250 R	A-73	

SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS)		OIL (QUARTS)						RADIATOR CHECKED				
	SERV. ICED	IN TANKS	NO. 1	NO. 2	NO. 3	NO. 4	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	
1ST	50	1000	-	120	-	120							
2ND													
3RD													
4TH													
5TH													

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	E	E. Smolts	A-73
GUNNERY	E		
ZEPPELIN PYRO	E		
COMMUNICATIONS	B	J. Britton	A-73
PHOTOGRAPHIC	-		
NAVIGATION	-		

STATUS TODAY
EXPLANATION: TO Q3-B-67 N/C/W on
left engine.

1. / 2.
3. / 4.

EXCEPTIONAL RELEASE
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL,
AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED
BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE
AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.
Class: A.E. Wagner, Jr.
RELEASED FOR FLIGHT EQUIP.

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

This aircraft contains confidential radio equip.

Ship crashed on take-off.

"A certified true copy"

WILLIAM H. ROSENKRANZ,
Captain, Air Corps,
Engineering Officer.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	110:00	110:00		
HOURS TODAY	0:00	0:00		
TOTAL	110:00	110:00		
OIL CHANGE	174:00	174:00		
FLYING TIME				
DRIVE TIME				
				110:00
				0:00
AIRCRAFT				
				110:00
				0:00
				TOTAL

ENGINE DATA	AIRCRAFT DATA	AIRCRAFT ORG. DATA	
(1) ENGINE NUMBER 111-100000-100000 111-100000-100000 111-100000-100000 111-100000-100000	(1) AIRCRAFT NUMBER 44-12400 44-12400 44-12400 44-12400	(1) AIRCRAFT ORG. NUMBER 0741h 100b (N)	
(2) ENGINE SERIAL NO. 111-100000-100000 111-100000-100000 111-100000-100000 111-100000-100000	(2) AIRCRAFT SERIAL NO. 44-12400 44-12400 44-12400 44-12400	(2) AIRCRAFT ORG. SERIAL NO. 0741h 100b (N)	
(3) ENGINE SERIAL NO. 111-100000-100000 111-100000-100000 111-100000-100000 111-100000-100000	(3) AIRCRAFT SERIAL NO. 44-12400 44-12400 44-12400 44-12400	(3) AIRCRAFT ORG. SERIAL NO. 0741h 100b (N)	
(4) ENGINE SERIAL NO. 111-100000-100000 111-100000-100000 111-100000-100000 111-100000-100000	(4) AIRCRAFT SERIAL NO. 44-12400 44-12400 44-12400 44-12400	(4) AIRCRAFT ORG. SERIAL NO. 0741h 100b (N)	

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574th Bombardment Squadron (M) AAF
Office of the Operations Officer
APO #140, U. S. Army

3 March 1945

SUBJECT: Report of Aircraft Accident

TO : Operations Officer, 391st Bomb Gp (M), APO #140.

I was pilot of B-26G15 type aircraft Serial No. 44-67920 on the morning mission of 3 March 1945, that crashed on take-off off runway 05.

I had given the plane all pre take off checks and it had checked out normally. After taxi out for take off I placed all switches in position for take off and eased the power up to about 25% manifold pressure and 2000 RPM while the plane ahead of me took off. I then started moving down the runway and eased power on until I had 51% and 2700 RPM. At about 1.0 miles an hour I raised the nose wheel slightly off the ground. At about 120 mph the left engine cut out swerving me to the left and heading off the runway. I chopped the power and tried to straighten out and seeing I was going to run off the side of the runway I added power in hopes of getting a few feet in the air to get my wheels up or get flying speed. Again my left engine cut out and I chopped power off. My co-pilot pulled the wheels in the meantime so we bailed in. After stopping, my co-pilot and I turned off switches and left the plane by the top hatch.

Ship badly damaged and no injury to personnel.

Guy P. Henage
GUY P. HENAGE
1st Lt., Air Corps
Pilot

1st Ind.

RJP/mw

Office of the Operations Officer, 574th Bomb Gp., APO #140, March 3, 1945

TO: Operations Officer, 391st Bomb Gp., APO #140.

1. For your information,

RAYMOND J. F. MCGAN
CAPTAIN, AIR CORPS
OPERATIONS OFFICER

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CO-PILOT'S STATEMENT OF AIRCRAFT ACCIDENT - SHIP 44-67920

Acting as co-pilot in B-26G15 type aircraft Serial No. 44-67920 on a combat mission on 3 March 1945, we made a regular preflight check of engines and they checked out perfect. Just prior to taking off the pilot ran the engines up and they were operating okay. On take off, we picked up about 105 M.P.H. and had the nose wheel raised when the left engine cut out very suddenly. Plane veered left and pilot cut power meanwhile trying to hold the plane on the runway. We were taking off on the left side of the runway and appeared about to leave the runway onto the grass, as it was not possible to get the plane straightened out in time. Danger of cartwheeling if wheel got on the turf so the pilot applied power and both engines caught and we got off okay, at about 135 MPH. At approximately 10 feet the left engine cut out again, left wing dipping low as a result. No choice but to land straight ahead, so I raised wheels and we bellied in. Considerable damage was done to the aircraft, but no injury to personnel.

Alan K. Magner

ALAN K. MAGNER,
1st Lt., Air Corps,
Co-Pilot.

ENGINEER'S STATEMENT OF AIRCRAFT ACCIDENT * SHIP 44-67920

As engineer in B-26G15 type aircraft Serial No. 44-67920 on a combat mission on 3 March 1945, we checked the aircraft before take-off and everything was in perfect order. Just before take off the Pilot ran the engines up to 1900 RPM and released the brakes and we started down the runway. Just after we raised the nose wheel off the ground the left engine quit, the plane started to go left so the Pilot cut power, then gave it more power and both engines caught and we left the ground. The left engine quit again at about ten feet off the ground at about 135 M.P.H. and the left wing started down so the Pilot set it down with wheels up.

William H. Morris
WILLIAM H. MORRIS,
Sgt., Engineer Gunner.

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574th Bombardment Squadron (M)
Office of the Engineering Officer

APO 140, US Army,
4 March 1945.

SUBJECT: Accident Report on Aircraft No. 44-67920.

TO : Operations Officer, 391st Bomb Group, APO 140, US Army.

- a. Aircraft Serial No.: 44-67920, B-26G-15MA.
- b. Engine No. Right: FP-065392 - Left: FP-065337
- c. Engine Time Right: 116:20 - Left: 116:20
- d. Total time of aircraft: 116:20
- e. Engineering Officer's statement:

On the morning of 3 March 1945, airplane No. 44-67920, Model B-26G-15MA, was scheduled for a combat mission. The aircraft was preflighted by the crew chief and found to be satisfactory.

The pilot power checked the engines in the take-off position, cleared them at 2000 RPM and proceeded to take off. A speed of one hundred and thirty (130) MPH was attained when the aircraft became airborne and the left engine, momentarily cut out. The aircraft yawed to the left and the pilot reduced power on the right engine to correct for the yaw. The aircraft crash landed in a field at the end of the run-way.

Observation of the aircraft while taking off, indicates engine failure was the direct cause of the crash.

William H. Wessner
WILLIAM H. WESSNER,
Captain, Air Corps,
Engineering Officer.

44-67920

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OFFICE OF FLYING CONTROL
AAF STATION A-73
APO 140

19 MARCH 45

SUBJECT: AIRCRAFT ACCIDENT.

TO : WHOM IT MAY CONCERN.

1. ON 3 MARCH 1945, AT 0758 HOURS, LT. HENAGE FLYING B-26 NO. 920-F, STARTED HIS TAKE-OFF ON RUNWAY NO. 05. AFTER SEVERAL ATTEMPTS TO BECOME AIRBORNE, THE LANDING GEAR RETRACTED, AND THE AIRCRAFT SKIDDED OFF TO THE LEFT AT THE END OF THE RUNWAY. THE WIND AT THIS TIME WAS 300 DEGREES, 4 TO 6 MILES-PER-HOUR. THE CRASH CREW AND AMBULANCE WERE DISPATCHED IMMEDIATELY. NO ONE WAS INJURED. THE PILOT REPORTED THAT HIS LEFT ENGINE WAS LOSING POWER AND WOULD NOT BECOME AIRBORNE, SO HE PULLED THE LANDING GEAR TO STOP THE AIRCRAFT.

2. THE AIRFIELD WAS INSPECTED AT 0700 HOURS BY THE DUTY OFFICER, AND AGAIN AT 0730 HOURS BY THE ALERT CREW. THE RUNWAY NO. 05, HAD A SUNK IN BOMB CRATER, BUT AIRCRAFT WERE WARNED ABOUT THIS SPOT, AT TAKE-OFF TIME. IT IS THE OPINION OF THE DUTY OFFICER THAT THE LEFT ENGINE ON THE AIRCRAFT, WAS LOSING POWER, BECAUSE THE AIRCRAFT MADE SEVERAL ATTEMPTS TO BECOME AIRBORNE AND FAILED.

THEODORE LIEBOVICH,
CAPT., AIR CORPS,
S.F.C.O.

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(G4D-51-1-391) (MHR 3-45) (6920-B26) 5VGP



(G4D-51-3-391) (MHR 3-45) (6920-B26) 5VGP



(G4D-51-2-391) (MHR 3-45) (6920-B26) 5VGP

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HEADQUARTERS
AAF STATION A-73

360.33

APO 140, U. S. Army.
8 March 1945.

SUBJECT: Report of Aircraft Accident, A. F. No. 44-679204

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

1. Transmitted herewith WD AAF Form No. 14, Report of Air-
craft Accident, in accordance with paragraph 2, Memorandum 62-2,
Headquarters, IX Bomber Command, dated 16 April 1944.

For the Commanding Officer:



Cyril G. Farfel
CYRIL G. FARFEL
1st Lt., Air Corps,
Adjutant.

- IP*
Incl #1 - WD AAF Form No. 14 (quad)
Incl #2 - Pilot's Statement (quad)
Incl #3 - Co-Pilot's Statement (quad)
Engineer Gunner's Statement (quad)
Incl #4 - Crash Pictures (quad)

360.33

1st Ind.

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 21 March 1945.

E-4-3

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

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

2. Delay in submission due to return to Group for re-consideration.

For the Commanding General:



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

8 Incls:

- Incls 1-4 - n/c (1 ey ea w/d)
Incl 5 - Statement of Engineering Officer (in trip)
Incl 6 - Statement of Flying Control Officer (in trip)
Incl 7 - WD AAF Form No. 1A (in trip)
Incl 8 - WD AAF Form No. 1 (in trip)

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360.33 2nd Ind.
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 25 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 Carter
HAROLD L. CARTER,
Lt. Col., A.G.D.,
Asst Adj General.

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