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

RESTRICTED

ACCIDENT No. _____

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

REPORT OF AIRCRAFT ACCIDENT

(1) Place 25 Miles Southeast of Trier (2) Date 4 April 1945 (3) Time App. 1000

AIRCRAFT: (4) Type and model B-26B55 (5) A. F. No. 42-96150 (6) Station A-72

Organization: (7) 9th. B.D. Ninth AF (Command and Air Force) (8) - - - - - (Group) (9) 1st. Pathfinder Squadron Prov. (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	Enneking, William A.	P	O-549228	1 Lt.	01	AC	Ninth AF	Fatal	No
CP	Hassett, John T.	P	T-127178	F/O	17	AC	Ninth AF	Fatal	No
N	Kash, Robert (NMI)	B	T-5757	F/O	17	AC	Ninth AF	Major	No
B	Moynihan, Jerome J.	B	O-706892	2 Lt.	01	AC	Ninth AF	Fatal	No
EG	Ratto, Bernard A.	EG	39047216	Sgt.	21	AC	Ninth AF	Major	No
RG	Benton, William L.	RG	34319970	Sgt.	21	AC	Ninth AF	Minor	No
TG	Linden, Herbert M.	TG	18046911	M/Sgt.	21	AC	Ninth AF	Fatal	No

[redacted]

(20) Enneking, (Last name) William (First name) A. (Middle initial) (21) O-549228 (Serial number) (22) 1 Lt. (Rank) (23) 01 (Personnel class) (24) AC (Branch)

Assigned (25) 9th. B.D. Ninth AF. (Command and Air Force) (26) 344 (Group) (27) 496 (Squadron) (28) A-78 (Station)

Attached for flying (29) 9th. B.D. Ninth AF (Command and Air Force) (30) - - - - (Group) (31) 1st. Pathfinder (Squadron) (32) A-72 (Station)

Original rating (33) Pilot (Rating) (34) 25/4/44 (Date) Present rating (35) Pilot (Rating) (36) 25/4/44 (Date) Instrument rating (37) - - - (Date)

FIRST PILOT HOURS: NO RECORD OF STUDENT TIME.
(at the time of this accident)

(38) This type	287:00	(42) Instrument time last 6 months	03:05
(39) This model	27:30	(43) Instrument time last 30 days	01:05
(40) Last 90 days	103:45	(44) Night time last 6 months	01:40
(41) Total	1264:35	(45) Night time last 30 days	00:00

AIRCRAFT DAMAGE F - ORR - 1

DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft			M	Complete Wreck
(47) Engine(s)			M	
(48) Propeller(s)			M	

(50) Weather at the time of accident 10/10 cumulus and stratocumulus cloud, tops 5000 feet. Visibility 5 miles under clouds, 10-15 miles above clouds.

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

(52) Cleared from A-74 (53) To A-72 (54) Kind of clearance "J" Form

(55) Pilot's mission Combat Mission

(56) Nature of accident A/C crashed into wooded area after salvoing bombs.

(57) Cause of accident Pilot had to feather right engine and could not maintain altitude.

(58) Has 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)

On the morning of 4th. April 1945 aircraft 42-96158 piloted by Lt. Enneking was at approximately 12000 feet altitude in the vicinity of fighter rendezvous. At this time the right engine started to smoke excessively and cut out. It is believed that this aircraft was losing gas from the right main tank. The pilot feathered the prop immediately and turned back to attempt an emergency landing at Trier. The aircraft naturally could not maintain altitude at this height with bombs aboard. However the pilot did not salvo his bombs at this time or attempt to get rid of the excess weight in the aircraft. Instead he was continually forced to lose altitude until he was entering the tops of 10/10 cloud bank at 5000 feet. When he broke out of the clouds at approximately 1000-1500 feet he salvoed his bombs and still could not maintain altitude. He crashed into a wooded area on top of a low hill approximately 25-30 miles southeast of Trier. The aircraft was scattered over an area of approximately 100 yards and started to burn.

It is the belief of this board that the responsibility for the accident rests 20% on mechanical failure, 30% on poor weather conditions in the area and 50% on poor pilot technique.

Aircraft Accident Committee:

JOSEPH M. DUBOIS,
1st. Lt., Air Corps,
(President.)

ALLEN R. KANNAPEL,
Captain, MC,
Flight Surgeon.

GEORGE B. DAVIS,
1st. Lt., Air Corps,
(Member.)

GILBERT C. HINE,
Captain, Air Corps,
S-2 Officer.

DONALD C. MADDEN,
1st. Lt., Air Corps,
Engineering Officer.

R.O. WEEDFALL,
1st. Lt., Air Corps,
Weather Officer.

Signature (Investigating Officer)
JOSEPH M. DU BOIS, 1st. Lt., AC
GEORGE B. DAVIS, 1st. Lt., AC
DONALD C. MADDEN, 1st. Lt., AC

Date 13 April 1945

U. S. GOVERNMENT PRINTING OFFICE 16—96757-1

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4/4/45 DATE | A-72 STATION | GROUP NO. AND TYPE | TOM - 55 AIRCRAFT MODEL

Riddle, T., Sgt. CREW CHIEF OR ASSIST. ENGINEER | 1st. Pilot, Bomb. SQUADRON NO. AND TYPE | 42-95183 AIRCRAFT SERIAL NO.

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA TERMINALS AND MISSION	
			DUTY / N OR I	DUTY / N OR I	DUTY / N OR I	DUTY / N OR I		
1	2	3	4	5	6	7	8	9
01	Zuneking, William A. O-549228 1st. Lt.		P				FROM:	
17	Hassett, John T., T-127178 F/O		CP				TO:	
17	Kash, Robert (NMI) T-5757 F/O		NAV				MISSION: NO. OF LANDINGS	
01	Moynihan, Jerome J. O-706892 2nd. Lt.		B				FROM:	
2	Ratto, Bernard A. 39047216 Sgt.		RO				TO:	
2b	Benton, William L. 34319970 Sgt.		RG				MISSION: NO. OF LANDINGS	
2b	Linden, Herbert M. 18046814 M/Sgt.		TG				FROM:	
							TO:	
							MISSION: NO. OF LANDINGS	
							FROM:	
							TO:	
	I Satisfy that this is a true extract copy.						MISSION: NO. OF LANDINGS	
	Gerald W Shirley						FROM:	
	GERALD W. SHIRLEY, Captain, Air Corps S-3 Officer.						TO:	
							MISSION: NO. OF LANDINGS	

WAR DEPARTMENT A. A. F. FORM NO. 1 7-2-42

FLIGHT REPORT & OPERATIONS

CHECKED: LEGIBLE AND CORRECT — OFFR. / CLERK

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A — CREW CHIEF

TOTAL FLIGHT TIME

REDIFORM—PATD.—AMERICAN SALES BOOK CO., INC., NIAGARA FALLS, N.Y.

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DEPARTMENT
A F
FORM NO. 1 A
2-2-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	STATION
PREFLIGHT			
DAILY	4/4	Riddle	
25 HOURS	4/4	Riddle	
50 HOURS	457		A - 72
100 HOURS	464		
	464		
D. Plugs	72.10	Riddle	

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

SERVICE	FUEL (GALLONS) SERVICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERVICED	NO. 1 IN TANKS	NO. 2 SERVICED	NO. 2 IN TANKS	NO. 3 SERVICED	NO. 3 IN TANKS	NO. 4 SERVICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST		960		160		160					
2ND											
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY	M	Konark	
CHEMICAL	M	Konark	A - 72
COMMUNICATIONS	M	Hunt	4/2/43
PHOTOGRAPHIC			
NAVIGATION			
Aux. POP	M	Riddle	
Fire Ext.	M	Riddle	

STATUS TODAY
1. 2.
3. 4.

EXPLANATION: No clock, P.O. 01-35 - 48
& C/W Timer Sr sticks to On
Postal a

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.

RELEASED FOR FLIGHT 1. 2. 3. 4.

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

"CONFIDENTIAL EQUIPMENT INSTALLED"

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

	ENGINE NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	436:40	73:10		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE				
CYL. CLEANING DUE	464	464		
	EOF	EOF		

AIRCRAFT HOURS TO DATE	436:40
AIRCRAFT HOURS TODAY	
AIRCRAFT TOTAL	

I certify that this is a true extract copy:

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

Cums checked by
Service by

Overboost - Tide
RON

Oil tries 5-1:00 - 8:200

ENGINE DATA					AIRCRAFT DATA			AIRCRAFT ORG. DATA			
TOTAL FLIGHT TIME	(4) ENGINE SERIAL NO.	(3) ENGINE SERIAL NO.	(2) ENGINE SERIAL NO. 27-M2575	(1) ENGINE SERIAL NO.	AIRCRAFT SERIAL NO.	AIRCRAFT MODEL	CONDITION	GROUP NO. AND TYPE			
:				Insp #7							

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21ST WEATHER SQUADRON
DETACHMENT "ZD"

14 April 1945

SUBJECT: Aircraft Accident Report.

TO : Director of Weather Services, Ninth Air Force, APO #696, U. S. Army.

1. Accident occurred : 25 mi SE of Trier, Germany.
On : 4 April 1945
At : Approximately 1000A
Type Aircraft : B-26-B, #42-96158.
Pilot : 1st Lt WILLIAM A. ENNEKING, 0549228
Co-Pilot : F/O JOHN T. HASSETT, T-127178

2. Circumstance: Aircraft was on a combat mission when one motor had to be feathered. With a full bomb load, the aircraft lost altitude rapidly, entering the cloud at 5000 ft., and breaking out between 1000 and 1500 ft. The pilot salvoed his bombs under the overcast. Aircraft crashed into a wooded area soon after.

3. Pilot received his weather information at the operational briefing given by 1st Lt. EDWIN H. COLE. "5/10 Strato-cumulus cloud, base 2000 ft., tops 4000 ft., in base area, increasing along route to target to 6-8/10 Cumulus and Strato-cumulus cloud, base 1000-1500 ft., tops 8-10,000 ft.," was forecast.

Pilot probably received additional weather information at the operational briefing held at the 394th Bomb Group (M).

4. The actual weather was: 10/10 Cumulus and Strato-cumulus cloud, tops generally 5000 ft., but with occasional built-up Cumulus to 10,000 ft. Visibility was 5 miles under the cloud, 10-15 miles above cloud. Icing was light to moderate in the cloud above 4000 ft.

5. Believe the Weather Service was not at fault in any way in this accident.

6. Believe weather conditions were partly responsible for the accident since, with the rapid rate of descent caused by the bomb load, the pilot had very little time, after leaving the overcast, to choose a place to land. Even if the bombs had been salvoed above the cloud layer, this would be a factor, only to a slightly lesser degree.

R. O. WEEDFALL
1st Lt., Air Corps
Station Weather Officer

Incl #2

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

10 April 1945

S T A T E M E N T

At 0925 on the 4th April 1945, the right engine of aircraft 158, on which I was Radio Operator, started smoking. The Pilot called the Engineer to the front of the plane. I could smell gas fumes at the time. About this time we dropped out of formation and the Pilot feathered the right prop. The engine continued smoking until the crash about 30 minutes later. It is my impression that possibly the left engine was not getting enough gas, as there was talk of a gas leak over the interphone.

After we salvoed our bombs we could not regain our altitude. The aircraft crashed approximately 25 miles Southeast of Trier in a wooded area.

After the crash the Engineer told me that he had wanted to keep pumping gas from the reserve tanks but that the Pilot had feathered the right prop before the Engineer could inform him.

William L. Benton

William L. Benton,
Sergeant, USAAF,
ASN 34319978.

Incl #3

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HEADQUARTERS
1ST PATHFINDER SQUADRON (M), PROVISIONAL, AAF
APO 140, U.S. ARMY
OFFICE OF THE ENGINEERING OFFICER

F1-M-1

13 April 1945

SUBJECT: Accident Report of Aircraft, Serial No. 42-96158.

TO : Commanding Officer, 1st Pathfinder Squadron (M) Provisional, APO 140, U.S. Army.
(Attention: S-3 Officer.)

At approximately 10:00 hours, 4 April 1945, Aircraft Model No. B-26B55, Serial No. 42-96158, crashed near Trier, Germany and was completely destroyed.

A visual examination of the Aircraft was impossible since the Aircraft could not be located. Reports from Crew Members indicate conclusively that the Aircraft was a total loss.

The Aircraft has been turned over to 304th Service Group, AAF Station A-72, APO 140, U.S. Army.

Donald C. Madden
DONALD C. MADDEN,
1st Lt., Air Corps,
Engineering Officer.

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HEADQUARTERS
1ST PATHFINDER SQUADRON (M), PROVISIONAL, AAF
APO 140, U.S. ARMY
OFFICE OF THE ENGINEERING OFFICER

F1-M-1

13 April 1945

C E R T I F I C A T E

I hereby certify that Aircraft Model B-26B55, serial number 44-96158, crashed at approximately 1000 hours, 4 April 1945, and is a complete loss.

Donald C. Madden
DONALD C. MADDEN,
1st Lt., Air Corps,
Engineering Officer.

Incl #5

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

E-D-1

360.88

12 April 1945

SUBJECT: Aircraft Accident Report.

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
Attention: A-3.

1. Transmitted herewith is AAF Form 14 and supporting papers concerning accident of aircraft B-26B55, 42-96158, which occurred on 4 April 1945, 25 miles southeast of Trier, Germany.

For the Squadron Commander:

William F. McGrone

WILLIAM F. McGRONE,
Captain, Air Corps,
Adjutant.

5 Incl:
Incl. 1: AAF Form 14.
Incl. 2: Statement of William L. Benton, Sgt., AC.
Incl. 3: Statement of Engineering Officer.
Incl. 4: Statement of Weather Officer.
Incl. 5: Assessment of Damage.
Incl. 6: Extracts of Form 1's.
Incl. 7: Extracts of Form 1A's.

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 6 May 1945.

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 report being returned to group for completion.

For the Commanding General:

S. L. Parmenter

S. L. PARMENTER,
CAPTAIN, A.C.
ASS'T ADJ. GEN.

7 Incls: 1 cy ea w/d

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360.33 2nd Ind.

HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 15 May 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

HERBERT B. LEWIS,
Captain, A.C.D.,
Asst Adj General.

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

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