

[illegible]

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

ACTION	DATE
PRELIMINARY REPORT RECEIVED	8-17
FORM 14 RECEIVED	9-11
EVALUATED BY	9-19
VERIFIED BY	10-9
CHECKED BY	9-19
COPIED BY	10-8

FIELD OFFICER—DO NOT SEE THIS SPACE

TYPE, MODEL AND SERIES
46-8-17-501

ACCIDENT NO. 46-8-17-501

No. AIRCRAFT INVOLVED

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. Nearest Army Airfield, Distance and Direction from Same.
70 Miles SW of Marseilles, France in the Mediterranean Marignane, France 70 Mile NE

2. WAS COLLISION WITH OTHER AIRCRAFT? ☐ Yes ☒ No

AF NO. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) A-26C 9th AF

DATE 17 Aug 45

HOURLY AND TIME ZONE 0636Z

DAY NIGHT ☒ DAY ☐ NIGHT

Section B—AIRCRAFT

1. AIRCRAFT NO. A-26C 44-35303

2. TYPE MODEL SERIES A-26 C 44

3. HOME STATION Cambrai, France

4. AIR FORCE OR COMMAND 9th AF

SUBCOMMAND 9th Air Division

WING Unknown

GROUP NO. AND TYPE 391 Bomb Gp

SQUADRON 573rd Bomb Sq

5. DATE OF MANUFACTURE 80:40

TOTAL HOURS 80:40

DATE LAST OVERHAUL

OVERHAULING DEPOT OR SUB-DEPOT

HOURS SINCE OVERHAUL

6. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for noncompliance.

Section C—OPERATOR (Person at controls at time of accident)

1. LAST NAME FIRST NAME MIDDLE INITIAL GRADE BRANCH ASN SEX AGE
Richmond Manley O. Major AC 0-401055 M

2. ATTACHED STATION AF OR COMMAND SUBCOMMAND WING GROUP NO. AND TYPE SQUADRON
Enroute Hunter Fld, Ga. 9th AF 9th Air Div. Unknown 391 Bomb Gp 573rd B. Sq.

3. ASSIGNED STATION AF OR COMMAND SUBCOMMAND WING GROUP NO. AND TYPE SQUADRON
Enroute

4. AERONAUTICAL RATING? ☒ Yes ☐ No PRESENT RATING Pilot DATE RECEIVED 20 Dec. 40

5. NORMAL DUTY STATUS 1022

Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)

FLYING TIME 1st PILOT OR SOLO STUDENT OTHER PILOT OR OTHER STUDENT

1. TOTAL HOURS 1668:20 Unknown 251:23

2. HOURS THIS TYPE Unknown

3. HOURS THIS MODEL 61:05 Unknown

4. HOURS LAST 90 DAYS Unknown

5. HOURS LAST 30 DAYS Unknown

6. HOURS LAST 24 HOURS Unknown

7. ACTUAL COMBAT HOURS Unknown

8. TRAINEE CLASS NO. AND SCHOOL, OTU, CTS, ETC. Unknown

9. PHASE AND HOURS IN THIS PHASE

PHASE DUAL OR COPILOT SOLO OR 1ST PILOT

Unknown Unknown Unknown

10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES

11. INSTRUMENT RATING

TYPE DATE

Unknown Unknown

12. Was operator on instruments at time of accident or immediately before? ☐ Yes ☒ No

13. TOTAL—INSTRUMENT 119:05 Unknown

14. INSTRUMENT LAST 6 MOS. #

15. INSTRUMENT LAST 30 DAYS #

16. NIGHT, LAST 6 MOS. #

17. NIGHT, LAST 30 DAYS #

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

DUTY AT TIME OF ACCIDENT	NAME (Last Name First)	TYPE OF ASSO. RATING (Symbols)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	PERC. CLASS. SYMBOL (AAF Reg. 15-1)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION	FATAL MAJOR MINOR NONE MISSING UNKNOWN				PARACHUTES				
							Used	Success	Yes	No	Yes	No			
P	Richmond, Manley O.	P	0-401055	AC Major	01	9th AF	4								
B	Hanna, Robert C.	B	0-732466	AC 1st Lt	18	391 BG	4								
E	Gross, John K.	E	37316654	AC S/Sgt	38	391 BG	4								
N	Sowers, Elbert J.	N	0-2058029	AC 1st Lt.	18	20th Ferrying Gp, ATC	4								

Section F—DAMAGE				
Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)				
1. TO AIRCRAFT				
Complete wreck, not recovered from sea				
2. TO ENGINE				
1	2	3	4	5
3. TO PROPELLER				
1	2	3	4	5
4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)				
None				

Section G—POWER PLANT FAILURE				1. DURATION OF FLIGHT SINCE LAST TAKE-OFF	
(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)				HOURS	MINUTES
	(1)	(2)	(3)	(4)	
2. ENGINE MODEL					
3. ENGINE NO.					
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL					
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL					
6. TOTAL ENGINE-HOURS					
7. PROPELLER MODEL					
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL					

9 STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE				
PLANT NAME	REACTOR 1ST LAYER OF CONT.	OTHER EQUIPMENT 2ND LAYER OF CONT.	DATE OF FAILURE TIME OF FAILURE	TYPE OF FAILURE
PLANT NAME	REACTOR 1ST LAYER OF CONT.	OTHER EQUIPMENT 2ND LAYER OF CONT.	DATE OF FAILURE TIME OF FAILURE	TYPE OF FAILURE
SECTION D - OPERATOR'S TRAINING EXPERIENCE (continued)				
1. TRAINING IN REACTOR	2. TRAINING IN OTHER EQUIPMENT	3. TRAINING IN OTHER EQUIPMENT	4. TRAINING IN OTHER EQUIPMENT	5. TRAINING IN OTHER EQUIPMENT
1. TRAINING IN REACTOR	2. TRAINING IN OTHER EQUIPMENT	3. TRAINING IN OTHER EQUIPMENT	4. TRAINING IN OTHER EQUIPMENT	5. TRAINING IN OTHER EQUIPMENT

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATÉRIEL	
(Use this section if matériel failure was a contributing cause factor in the accident. This must be signed by engineering officer)	
1. DESCRIBE THE MATÉRIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE.	
TYPE OF FLIGHT: <input type="checkbox"/> TAKE OFF <input checked="" type="checkbox"/> CLIMBING <input type="checkbox"/> CRUISE <input type="checkbox"/> DESCENDING <input type="checkbox"/> APPROACH <input type="checkbox"/> LANDING ALTITUDE: <input type="checkbox"/> 10,000 FT. <input type="checkbox"/> 5,000 FT. <input type="checkbox"/> 1,000 FT. <input type="checkbox"/> 500 FT. <input type="checkbox"/> 100 FT. SPEED: <input type="checkbox"/> 100 KNOTS <input type="checkbox"/> 200 KNOTS <input type="checkbox"/> 300 KNOTS <input type="checkbox"/> 400 KNOTS <input type="checkbox"/> 500 KNOTS WEATHER: <input type="checkbox"/> CLEAR <input type="checkbox"/> PARTLY CLOUDY <input type="checkbox"/> OVERCAST <input type="checkbox"/> FOGGY <input type="checkbox"/> RAINY VISIBILITY: <input type="checkbox"/> 10+ <input type="checkbox"/> 5 <input type="checkbox"/> 3 <input type="checkbox"/> 2 <input type="checkbox"/> 1 <input type="checkbox"/> LESS THAN 1 WIND: <input type="checkbox"/> CALM <input type="checkbox"/> LIGHT <input type="checkbox"/> MODERATE <input type="checkbox"/> STRONG TEMPERATURE: <input type="checkbox"/> 10-15°C <input type="checkbox"/> 16-20°C <input type="checkbox"/> 21-25°C <input type="checkbox"/> 26-30°C <input type="checkbox"/> 31-35°C HUMIDITY: <input type="checkbox"/> LOW <input type="checkbox"/> MODERATE <input type="checkbox"/> HIGH AIR PRESSURE: <input type="checkbox"/> 1013 hPa <input type="checkbox"/> 1010 hPa <input type="checkbox"/> 1007 hPa <input type="checkbox"/> 1004 hPa <input type="checkbox"/> 1001 hPa BAROMETRIC ALTITUDE: <input type="checkbox"/> 10,000 FT. <input type="checkbox"/> 5,000 FT. <input type="checkbox"/> 1,000 FT. <input type="checkbox"/> 500 FT. <input type="checkbox"/> 100 FT. DENSITY ALTITUDE: <input type="checkbox"/> 10,000 FT. <input type="checkbox"/> 5,000 FT. <input type="checkbox"/> 1,000 FT. <input type="checkbox"/> 500 FT. <input type="checkbox"/> 100 FT. TIME OF DAY: <input type="checkbox"/> DAY <input type="checkbox"/> NIGHT MOON PHASE: <input type="checkbox"/> NEW <input type="checkbox"/> FIRST QUARTER <input type="checkbox"/> FULL <input type="checkbox"/> LAST QUARTER STAR POSITION: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E SUN POSITION: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E PLANET POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E COMET POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E METEOR POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E AURORA POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E MAGNETIC FIELD POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E GRAVITATIONAL FIELD POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E ELECTROMAGNETIC FIELD POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E COSMIC RAY POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E SOLAR WIND POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E GALACTIC COSMIC RAY POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E NEUTRINO POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E DARK MATTER POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E DARK ENERGY POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E GRAVITATIONAL WAVES POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E COSMIC MICROWAVE BACKGROUND POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E ULTRAVIOLET POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E X-RAY POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E GAMMA RAY POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E NEUTRON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E PROTON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E ELECTRON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E POSITRON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E MUON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E PION POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E KAON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E LEPIDON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E TAUPON POSITIONS: <input 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type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E LEPTON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E ANTILEPTON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E QUARK POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E ANTIQUARK POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E GLUON POSITIONS: <input type="checkbox"/> 10° N 10° E <input type="checkbox"/> 10° S 10° W <input type="checkbox"/> 10° N 10° W <input type="checkbox"/> 10° S 10° E PHOTON POSITIONS: <input 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Section I—SPECIAL EQUIPMENT	
(Use this section if special equipment—parachutes, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)	
1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS	
<p>REPORT OF MAJOR ACCIDENT</p> <p>ARMY AIR FORCES</p>	

Section J—AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or its facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

CAUSE* INITIAL W/L NO CAUSE* INITIAL W/L NO CAUSE* INITIAL W/L NO
 EFFECT* EFFECT* EFFECT*
 INITIAL W/L NO INITIAL W/L NO INITIAL W/L NO

Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT? 0600Z—Estimated 20,000' broken cirrus cloud, vis-
 ibility 12 miles, wind SE 2 mph. 0700Z—Estimated 20,000' broken cirrostratus cloud.
 visibility 12 miles, wind calm. 2000' wind 010/10 mph. 5000' wind - 320/15 mph.

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

Weather Continued -

Forecast for route was for a layer of stratus base 10-1500 ft., tops
 20-2500 ft. vsby 12 miles or better. Scattered cirrus, with patches
 of medium cloud off Spanish coast.

Weather not considered a factor in the accident. EH

WEATHER OFFICER
 (Name, Grade, and Station)

PETER R. C. JARRATT, 1st Lt., AC, Base Weather Officer

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

(S) THIS POSSIBLE ERROR IS INDICATED BY THE FOLLOWING FACTS:
 (T) THIS ERROR IS INDICATED BY THE FOLLOWING FACTS:
 (U) THIS ERROR IS INDICATED BY THE FOLLOWING FACTS:

2. WHAT WAS THE MISSION?

Ferrying 3

3. DID FIRE OCCUR UPON
 CRASHING?

☐ Yes ☒ No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

None

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

Not applicable.

6. KIND OF CLEARANCE (Attach Form 28)

FROM

TO

Marignane, France Marrakech, N. Africa

OR LOCAL

STATION OF LAST DEPARTURE

Marignane, France

7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE

No.

DATE

None

EXPLAIN FULLY AND ATTACH COPY

IF THE WEATHER OFFICER OF THE REPORTING STATION HAS BEEN ADVISED OF THE ACCIDENT, HE SHALL SIGN THE WEATHER REPORT AND ATTACH A COPY OF THE WEATHER REPORT TO THE ACCIDENT REPORT.

IF THE WEATHER OFFICER OF THE REPORTING STATION HAS BEEN ADVISED OF THE ACCIDENT, HE SHALL SIGN THE WEATHER REPORT AND ATTACH A COPY OF THE WEATHER REPORT TO THE ACCIDENT REPORT.

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 52-147

☐ Yes ☒ No

9. ARE PHOTOS ATTACHED?

☐ Yes ☒ No

Section M—DESCRIPTION OF THE ACCIDENT

1. Tell in narrative form, in as much detail as necessary, everything that is known about the accident. Be sure to cover everything that may have contributed toward the accident. Include recommendations for action to prevent similar accidents, and action taken.

At 0609Z A-26C 44-35303, Pilot Major Manley O. Richmond, took off from Marignane Airfield, France, 17 August 1945, leading a flight of three (3) A-26's to Marrakech, N. Africa. At 0636Z just after reaching 8000' and leveling off on course, A-26C 44-35303 went into a vertical dive and disappeared into the undercast at 3000'. The two (2) other A-26's followed the lead ship down and found the wreckage, and also saw an empty parachute floating down. The pilots of the two (2) A-26's declare that they did not see any power plant failure nor any part of the aircraft break off or seem to be in a malfunctioning state.

An air/sea rescue B-17 from 384th Bomb Group at Istres Airfield, France, relieved one of the A-26's from circling the wreckage, at 0905Z. The crew of the B-17 believing that a body observed in the water showed some signs of life, dropped an airborne lifeboat within 100' of the body. However, no survivors seemed to gain the boat. At approximately 1343Z this B-17 sighted the USS General McRae, which was notified to divert its course to scene of accident, and brought this Army transport boat to scene of accident. The USS McRae picked up the airborne lifeboat which did not contain any survivors. The McRae did not sight any bodies and picked up no wreckage.

Pilots' statements are attached.

The possibility that the automatic pilot was put on just as aircraft leveled out put forth as a suggestion. That either the automatic was not adjusted properly before being put on or was defective is considered as a possible answer to the strange behavior of the aircraft. That the pilot had unfastened his safety belt and the sharp lurch had knocked him out preventing him from turning the automatic pilot off or overcoming the erratic behavior of the automatic pilot is also put forth as a suggested possibility.

3-P
85

2. RECOMMENDATIONS:

- (1) That closer pre-flight inspections be given to the automatic pilot of these planes.
- (2) That baggage should be inspected closer to make sure it is tied down and secure and not next to control cables.

3. ACTION TAKEN

None

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION: 1411th AAF Base Unit, Marignane Airport, France.

NAME—PRESIDENT EDMOND J. AVERMAN, JR.		NAME—MEMBER SAMUEL F. FREELAND		NAME—INTERVIEWER HAROLD R. CAREW	
GRADE Capt.	ORGANIZATION 1411th AAF BU	GRADE Capt.	ORGANIZATION 1411th AAF BU	GRADE 1st Lt.	ORGANIZATION 1411th AAF BU
NAME—MEMBER ROBERT B. PARKER		NAME—MEDICAL OFFICER SAMUEL C. BENADOM		NAME—RECORDED BERNARD BLASENHEIM	
GRADE 1st Lt.	ORGANIZATION 1411th AAF BU	GRADE Capt.	ORGANIZATION 1411th AAF BU	GRADE 1st Lt.	ORGANIZATION 1411th AAF BU

RESTRICTED

1411TH AAF BASE UNIT
EUROPEAN DIVISION APO
APO 741 U S ARMY

17 AUGUST 1945

PILOTS' STATEMENT

TO WHOM IT MAY CONCERN:

On 17 August 1945, at 0630Z, we were on a through flight from Marignane Airport to Marrakech at 8000 feet. Approximately sixty miles out from Marignane the Flight Leader in A-26C 44-35303 went into a vertical dive and we lost sight of him at an undercast of 3000 feet. We followed him down and when we got underneath the overcast we saw an oil slick and small pieces of wreckage, and after circling for a few minutes we saw an empty parachute coming down opened. We circled the scene of the accident until a B-17 arrived at 0705Z and then returned to Marignane Airport.

Donald J. MacFarlane
DONALD J. MACFARLANE
1st Lt., Air Corps,
Pilot.

Robert J. MacCormick
ROBERT J. MACCORMICK
1st Lt., Air Corps,
Pilot.

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RESTRICTED

Statement On Aircraft Accident

22 August 1945

Control Tower: Reported on 17 August 1945.

Aircraft (A-26) 220 reported on "B" channel, "303 A-26 forced down in water, 20 minutes from Marignane at 0643Z." Advised 220 try to locate scene and circle (however due to the fact that the tower was having difficulty in hearing them, advised aircraft to report on "C" channel to Airways Air to Ground station.

Airways Air to Ground (Approach Control):

First indication of aircraft in distress was approximately 0640Z, heard intercommunication between aircraft on VHF, "C" channel. One plane told another to land at the nearest field (in excited voice). Afterwards could hear one-sided conversation on VHF between 220 and the two aircraft circling the scene of the accident. Advised 220 to have one of the planes circle at 1000 ft and the other to climb until contact on VHF could be established with me and circle. I then advised operations I was in contact with the remaining aircraft in case of further instructions.

At 0657Z, aircraft 220 reported that accident occurred 22 minutes from Marignane on 226° course (magnetic), land in sight.

At 0710Z following conversation with #176: "Does there appear to be any survivors?" Answer: "No, one parachute empty."

At 0720Z to #176: "Call Galley on "A" channel and try to obtain fix." (no success) Later check revealed that both aircraft could receive but could not transmit "A" channel.

At 0817Z B-17 #1055 (rescue aircraft) contacted us on 4220 kcs. All above pertinent information was transmitted to him. Advised B-17 to call either 176 or 560 on 6440 kcs and if contact was established he could home on A-26's. I also advised A-26's that they were to try to contact B-17. They were unable to make contact at the time.

At 0831Z A-26 560 advised he was returning to Base to lead somebody to the scene. Operations instructed him to land and report to them. Gave message to 560.

At 0922Z B-17 #1055 advised he was circling scene; there appeared to be one man in water and that the plane would drop lifeboat.

At 0944Z #1055 reported position 42° 30' North, 04° 15' East. One man in water making slow headway toward boat. Relayed information to operations. They advised Destroyer enroute. I then advised B-17 #1055 that there was destroyer enroute and if he sighted it to contact it by blinker. Acknowledged.

At 1020Z B-17 #1055 was instructed to climb to 5000 ft for fix.

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At 1045Z B-17 #1055 was notified that a U. S. Army Transport was enroute.

At 1055Z B-17 #1055 was notified that USS McCrae (transport) & subhasser were enroute and if sighted contact with blinker.

At 1102Z B-17 #1055 advised fix obtained.

At 1144Z request if #1055 had tried to establish contact with rescue party on 500 kcs. He replied "no", but would do so.

At 1156Z #1055 advised that he was unable to contact anybody on 500 kcs.

At 1206Z #1055 reported no rescue parties sighted. No change in position.

At 1211Z #1055 reported that he could not see any survivors. I advised #1055 that when relieved he was to return to Marignane instead of Istres.

At 1218Z advised #1055 that a British "Warwick" would relieve him in half hour and for contact call "Plainsong" on channel "U" and 4220 kcs.

At 1322Z #1055 reported that he had not sighted boats or British Warwick.

At 1329Z #1055 was cleared to return to Marignane. On the way back at 1343Z he reported sighting boat and was leading it to scene of crash.

At 1456Z #1055 reported that the Army Transport (USS Gen McCrae) was at scene of crash and would drop message of details to ship.

At 1512Z #1055 reported trying to contact army transport on 500 kcs and at 1535Z reported he was returning to Marignane.

Charles E. Abram
Charles E. Abram
ASN 15019283
T Sgt, Air Corps
Tower Chief

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HEADQUARTERS
AAF STATION 195
Office of the Group Equipment Officer

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373-4

AFO 557
21 August 1945

SUBJECT: Crashed A-26 Aircraft No. 44-35303.

TO : Commanding Officer, 384th Bomb Group (H), AFO 557, US ARMY.
per telephone conversation 40th Bomb Wing (H) Operations

1. Contained herein is a narrative of ASR activity conducted by this station on the 17th of August 1945.

At 0920 hours, 17th of August 1945, the Group Operations Office of the 384th Bomb Group was notified that an A-26 Aircraft #44-35303 piloted by a Major M.O. RICHMOND, ASN 0-401055, with three other aboard had ditched at approximately 0835 hours same date. Position of ditching was fixed at approximately 42° 30' N and 05° 15' E.

The Group Air Sea Rescue Officer, the standby aircrew and all concerned were notified immediately so that B-17G aircraft #42-31055 took off from this station at 0944 hours. This aircraft was equipped with an Airborne Type A-1 Lifeboat, 1 set of British type Lindholme gear and 4 smoke floats type MK II.

At 1005 hours the search aircraft reached the given position and began an expanding square search at an altitude of 300 feet. At 1035 hours ATC Marignane Airport notified the search aircraft of an error of 1° in the given position. The search aircraft immediately proceeded to the proper position which was 42° 30' N and 04° 15' E arriving there at 1100 hours. The wreckage of the ditched aircraft was immediately sighted and the search A/C made several passes at low altitude to determine whether there were any survivors. Numerous parts of the wrecked A/C were observed within an area of about 500 ft. The body of one man was sighted near one floating wheel. It could not be determined whether or not the man was swimming or floating near the surface of the water. Therefore the search A/C dropped the airborne life boat from an altitude of 350 feet at 1117 hours, in the hope that the man might still be alive and able to reach the boat safely. The boat dropped normally and landed in the center of the wreckage within 100 feet of the body.

The search A/C made several more runs over the area but no signs of life were observed. Ascending to approximately 1500 feet, calls were exchanged with Marignane Airport asking for further assistance, which was promised in the form of 1 Sunderland Flying Boat and two or three surface craft.

Search A/C ascended to 5000 feet to allow Marignane to take a fix, then continued circling scene of ditching at 1500 feet to await surface craft. No assistance ever appeared.

Just before 1600 hours it was decided to return to home base. Just after leaving ditching scene a US Army Troop transport #749 was sighted steering a course close to the ditching scene. No communication could be established with transport. Search A/C returned to scene of ditching and dropped a smoke float. At this time a Flying Boat with French colors arrived at the scene of ditching. Both A/C returned to the transport and thru their combined efforts caused the transport to turn to the scene of ditching. The search A/C continued circling until the transport reached the scene at 1650 hours. The transport picked up the life boat but the search A/C could not determine whether or not any bodies were recovered. At approximately 1800 hours

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the search A/C started back to Base, landing at Marignane Airport at 1840 hours.

II. Recommendations.

- a. Closer coordination between Marignane, RAF and 384th Bomb Group.
- b. Common figuring for all search craft.
- c. Highly recommend that there be an A/S R briefing before ships take off.
- d. U.S. or Allied naval surface craft should be made available from Marseille.
- e. Central Control should be set up at Wing for search. Closer coordination with ATC, RAF and other concerned.
- f. It should be definitely understood by all concerned that the Air Sea Rescue Officer is in complete charge of the search from time first word is received of any ditching or potential ditching.

/s/ John J. O'Donnell
/s/ John J. O'Donnell
Captain, Air Corps,
Group Equip O.

CERTIFIED TRUE COPY:

1st LT Bernard Blasenheim
1st LT R. C.

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BASE WEATHER OFFICE
1411 AAF Base Unit
APO 741 U S ARMY

RESTRICTED

19 August 1945

SUBJECT: Weather Conditions between 0600Z and 0700Z, 17 August 1945.

TO : Air-Sea Rescue Officer, 1411 AAF Base Unit, EURDATC, APO 741,
U.S. Army.

1. Weather at Marignane was as listed below:

0600Z - Estimated 20,000 ft Broken Cirrus cloud, vsby 12 miles, Wind
SE 2 mph.

0700Z - Estimated 20,000 ft broken Cirrostratus cloud, vsby 12 miles,
wind calm.

2000 ft wind - 010/10 mph

5000 ft wind - 320/15 mph

2. Forecast for route was for a layer of stratus base 10-1500 ft., tops
20-2500 ft. vsby 12 miles or better. Scattered cirrus, with patches of medium
cloud off Spanish coast.

/s/ Peter R. C. Jarratt

/t/ PETER R. C. JARRATT
1st Lt., Air Corps,
Base Weather Officer

CERTIFIED TRUE COPY:

Grant Eckfeldt
GRANT ECKFELDT,
2nd Lt., Air Corps.

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WEIGHT & BALANCE CERTIFICATION

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As pilot, I certify that this aircraft No. 44-35303
in flight, did NOT give any indication of improper loading
and that little or no trim was necessary.

CERTIFIED TRUE COPY: Pilot Manley O. Richmond

James W. Winkler

TRUE COPY

TACTICAL WEIGHT and BALANCE CLEARANCE

**FORM
F**

DATE 16 Aug 1945 AIRPLANE A-26-C FROM MRS
MISSION Ferry SERIAL NO. 44-35303 TO RAK

• REMARKS •		REP.	ITEM	WEIGHT	INDEX OR MOMENT
		1	BASIC AIRPLANE (from chart C)	2351.2	402
		2	(60) Gallons	450	402
		3	DISTRIBUTION OF LOAD		
		COMPT.	CRW NO. WEIGHT	BAGGAGE	CARGO AND MISC.
		A	1 200	240	440 314
		B	2 400	120	720 342
		C			
		D			
		E			
		F		40	40 345
		G			
		H			
		I			
		J			
		K			
		L			
		M			
		N			
		4	MINIMUM LDG. GR. WT.	2516.2	345
		5	() Rds. () Cal.		
		6	FORWARD AFT EXTERNAL		
		7	BUILT IN (800) Gal. BOMB BAY () Gal. EXTERNAL () Gal. Ferry 600	4800 392 3600 490	
		8	TAKE-OFF CONDITION (Uncorrected)	3356.2	490
		9	CORRECTIONS (If required)	280	8
		10	TAKE-OFF CONDITION (Corrected)	3384.2	498
			TAKE-OFF CG IN % M.A.C.	29.0	
		LIMITS Recommended Max. Take-off Gr. Wt. <u>35,000</u> LB. Recommended Max. Landing Gr. Wt. <u>31,000</u> LB. Permissible CG Limits <u>18</u> % to <u>30</u> % M.A.C.			
		COMPUTED BY <u>J. Holmes</u> WEIGHT & BAL OFFICER <u>D.A. Knee, 2nd Lt. A.C.</u> PILOT <u>Manley O. Richmond</u>			

COMPUTER PLATE NO. E-728
(If Used)

This weight and index or moment must be within limits for landing. If this is impossible, pertinent instructions to the pilot for shifting load and crew should be noted above. Particular care must be taken when paratroops are evacuated.

CORRECTIONS (Ref. 9)

COMPT.	ITEM	CHANGES (+ or -)	WEIGHT	INDEX OR MOMENT
B	Crew Member		200	-.7
B	Baggage		-120	.3
F	Baggage		120	.9
F	Baggage		65	.4
B	Dingy Raft		15	-.1

The above description of corrections that were made to take off condition (under ref 9) were omitted from original form "F".

TOTAL WEIGHT REMOVED - 120 - .8
TOTAL WEIGHT ADDED + 400 + 1.6
NET DIFFERENCE (Ref. 9) 280 .8

(FOR TRANSPORT AND CARGO MISSIONS, USE OTHER FORM)

CERTIFIED TRUE COPY

Except as noted above

Manley O. Richmond

OPERATIONS OFFICE	1411 AAF BASE UNIT	DATE
ADDRESS	EURD ARO 741	17 AUGUST 1945

PILOT'S NAME B SEE BELOW	RANK --	HOME STATION FERRY	ORGANIZATION 391 B.G.	AIRCRAFT NUMBER SEE BELOW
NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS				
5303 RICHMOND, M.O. MAJ.				
4176 MASSONI, R.J. LT.				
9560 MAC FARRIN, D.J. LT.				

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

C WEATHER DATA		EXISTING LOCAL	ALTIMETER SETTINGS LOCAL DESTINATION ALTERNATE RESET ALTIMETER BEFORE APPROACH
EXISTING ROUTE			
DESTINATION (LATEST)	TIME		
ALTERNATE (LATEST)	TIME		
FORECASTS (ESTIMATED FLIGHT TIME PLUS 2 HOURS)			
ROUTE W.X. FOLDER ATTACHED			
DESTINATION			
ALTERNATE			
WINDS ALOFT—GIVE ALTITUDE, DIRECTION, VELOCITY, AS PILOT REQUESTS			
AAF FORM 23A REQUIRED <input type="checkbox"/>			NOT REQUIRED <input type="checkbox"/>
FORECASTER			TIME

CERTIFIED TRUE COPY:
R. E. Weir
10/11/45

FLIGHT PLAN (PILOT COMPLETE) RADIO CALLS		TYPE OF AIRCRAFT A-26	PILOT (LAST NAME ONLY) SEE ABOVE	POINT OF DEPARTURE 1411th AAF BU
FLYING PLANE NUMBERS				
1 <input checked="" type="checkbox"/> CFR <input type="checkbox"/> IFR	ALT. 8000 ROUTE CORRIDOR TO CAPED'NAO	2 <input checked="" type="checkbox"/> CFR <input type="checkbox"/> IFR	ALT. 8000 ROUTE CORRIDOR TO GIB.	3 <input checked="" type="checkbox"/> CFR <input type="checkbox"/> IFR
4 <input type="checkbox"/> CFR <input type="checkbox"/> IFR	ALT. 8000 ROUTE ANYS TO MARRAKECH			
AIRPORT OF FIRST INTENDED LANDING MARRAKECH		TRUE AIR SPEED 230	TRANSMITTING FREQUENCIES KC. VHF KC. <input type="checkbox"/>	
PROPOSED TAKE-OFF TIME 0800B	EST. TIME EN ROUTE 4:35	ALTERNATE AIRPORT CASAPLANCA	HOURS OF FUEL (CRUISING) 10	INSTRUMENT RATING NONE TYPE
REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT.				
PILOT'S SIGNATURE (SIGNED) MANLEY O. RICHMOND				
TOWER FREQUENCIES DESTINATION 6440 KC.	ALTERNATE 6440 KC.	WEATHER CODE RECEIVED <input type="checkbox"/> YES <input type="checkbox"/> NO	TO DESTINATION 1151	MILEAGE DEST. TO ALTERNATE 137
<input type="checkbox"/> COMMAND PILOT <input type="checkbox"/> SENIOR PILOT <input type="checkbox"/> CONTRACT PILOT OF CARGO AIRCRAFT <input type="checkbox"/> PILOT				

E FLIGHT CLEARANCE AUTHORIZATION				
SUBMITTED TO JATC	TIME 0650	BY D.M.	OPERATIONS IDENTIFICATION No.	
TIME APPROVAL RECEIVED	CONTROL INSTRUCTIONS RECEIVED		CLEARING AUTHORITY PAUL S. WINSLOW Lieutenant Colonel, AC Commanding	
INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT OR TOWER BY:		ACTUAL TAKE-OFF TIME 0609Z	(SIGNED) R.E. WEIR 1st LT. Air Corps CLEARANCE OFFICER	

F PILOT COMPLETE FIRST LINE BELOW PRESENT TO LINE CREWMAN BEFORE TAKE-OFF.				
DEPARTURE RECORD				
PILOT (LAST NAME ONLY)	AIRCRAFT TYPE	AIRCRAFT NUMBER	ACTUAL FUEL	GROSS WEIGHT
DATE OF DEPARTURE	TIME	NUMBER PERSONS ON BOARD	LINE CREWMAN'S SIGNATURE	

LINE CREWMAN WILL COMPLETE
SECOND LINE AND DELIVER TO
OPERATIONS OFFICE.

--	--

0206
12-11-1

1

[illegible]

ACCEPTED MANUSCRIPT

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UNITED STATES ARMY AIR FORCES
HEADQUARTERS
EUROPEAN DIVISION AIR TRANSPORT COMMAND
(1400th AAF Base Unit)
APO 741 U.S. Army

In reply refer to:
360.33

HLJ/dpc
6 September 1945

SUBJECT: Report of Major Accident on A-26C No. 44-35303.

TO : Commanding General, Army Air Forces, Winston-Salem, N.C.
Attn: Chief of Flying Safety

1. Herewith transmitted the AAF Form 14 with attachments on accident involving A-26C No. 44-35303 which crashed enroute from Marignan to Marrakech, 17 August 1945.

2. Subject forms have been delayed due to erroneous transmittal by 1411th AAF Base Unit.

FOR THE COMMANDING GENERAL:

William H. Jackson
WILLIAM H. JACKSON,
Lt. Colonel, AGD,
Adjutant General.

- 7 Incls:
Incl 1 - AAF Form 14
Incl 2 - AAF Form 23
Incl 3 - Form F
Incl 4 - Pilots' Statement
Incl 5 - Extract of Tower Log
Incl 6 - Narrative Report from Air Safety Center
Incl 7 - Weather Report



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BRIEF OF
AIRCRAFT
ACCIDENT

"RESTRICTED"
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WASHINGTON

AFAPS-1
C-1138
BRIEF NO. 76654

DATE AND TIME

17 Aug 45 0635Z

PLACE OF ACCIDENT

Approx. 42 degs., 31 mins. North, 04 degs. 15 Mins. East.

AIRCRAFT AND STATION

A-26C (44-35303) 573 B Sq. 391 B G, 9 Air Div., APO 140, Shipment
No R-6142 D.

AIRCRAFT DAMAGE

Probable complete wreck.

PILOT NAME

Major Manley O. Richmond

PILOT STATION

573 B Sq. 391 B G, 9 Air Div., APO 140, Shipment No R-6142 D.

PERSONNEL INVOLVED
AND INJURIES

Pilot; Bombardier, 1st Lt. Robert C. Hanna; Crew Chief, S/Sgt.
John K. Gross; Navigator, 1st Lt. Elbert J. Sowers; -- unknown.

DESCRIPTION OF
ACCIDENT

Plane flying in flight of three between Marignane and Marrakech
at 8000 ft. when plane in suddenly went into nose dive. Pilots
in other aircraft attempted to follow down but lost sight due
to undercast. Parts of wreckage and oil slick were found on
surface of water and one empty parachute was seen floating
down.

Search being conducted. Details to follow anon.

MISSION

Ferrying plane to Zone of Interior - Cleared from Marignane Apt.,

WEATHER

France to Marrakech Apt., French Morocco.
Weather broken, strata cumulus, 500 ft. thick with base at

3000 ft.

SOURCE

CM-IN-17499 Marignane, Marseilles, France (Aug 171320Z)

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5-5260, AF