

WAR DEPARTMENT
A. A. F. FORM NO. 14
(Revised May 15, 1942)

RESTRICTED

ACCIDENT NO. 2

WAR DEPARTMENT
AAF STATION 166
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Brest, France (2) Date 26 August 1944 (3) Time 1650
AIRCRAFT: (4) Type and model B-26B45 030 (5) A. F. No. 43-03002 (6) Station AAF Station 166
Organization: (7) IX BC Ninth AF (8) 391st B.G. (9) 573rd Bomb Sqdn
(Command and Air Force) (Group) (Squadron) Y310

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	Thorn, David H.	P	0-793198	Captain	01	AC	Ninth AF	Fatal	None
CP	Thomas, Arthur L.	P	0-693957	1st Lt	18	AC	Ninth AF	Fatal	None
N	Calvert, Russell J.	P	0-798744	1st Lt	01	AC	Ninth AF	None	S
B	Parks, William H.	B	0-673256	1st Lt	01	AC	Ninth AF	Unknown	Unknown
RG	Annette, Edward J.	RG	32304424	T/Sgt	20	AC	Ninth AF	Unknown	Unknown
EG	Evans, Omer L.	EG	39283161	S/Sgt	20	AC	Ninth AF	Unknown	Unknown
AG	Norland, Carl E.	AG	32251657	S/Sgt	20	AC	Ninth AF	Unknown	Unknown
WG	Meyer, Roy H.	EG	18192313	S/Sgt	20	AC	Ninth AF	Unknown	Unknown

acc #2
Assigned (25) IX B.G. Ninth AF (26) 391st B.G. (27) 573rd B.S. (28) AAF Station 166
(Command and Air Force) (Group) (Squadron) (Station) Y310
Attached for flying (29) IX B.G. Ninth AF (30) 391st B.G. (31) 573rd B.S. (32) AAF Station 166
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 9 Oct 42 Present rating (35) Pilot (36) 9 Oct 42 Instrument rating (37) 10 Sept 43
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type	861:40	(42) Instrument time last 6 months	1:00
(39) This model	657:00	(43) Instrument time last 30 days	1:00
(40) Last 90 days	91:15	(44) Night time last 6 months	7:15
(41) Total	1196:40	(45) Night time last 30 days	3:15

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	Airplane complete loss
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident Ceiling: 2500 Ft; Visibility 5 miles; Wind 5 miles from 200°

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAF Station 166 (53) To AAF Station 166 (54) Kind of clearance Operational

(55) Pilot's mission Combat

(56) Nature of accident Midair collision while returning from a combat mission over Brest, France.

(57) Cause of accident Undetermined.

(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)

1. The accident occurred while returning from a combat mission on 25 August 1944, at about 1650. Captain David E. Thern called the formation and said he was leaving the number four position of the formation to land on the beach-head for gasoline. He then dropped some and slightly to the left, his two wingmen holding a straight course. Captain Thern's airplane then began to gain altitude slowly, colliding with the number six man. The number six man's left engine was put out of commission and his left wing was damaged. The entire tail section of Captain Thern's airplane was destroyed. ~~Captain Thern's airplane was destroyed.~~ Captain Thern's airplane started a spin and disappeared into the overcast. The number six man, Lieutenant Elmer Z. Rice, continued on course on single engine.

2. The specific cause of this mid-air collision is undetermined.

3. Recommendations: None.

Donald K. Brandon

Signature Donald K. Brandon, Lt Col., AC
(Investigating Officer)

Ernest N. Ljunggren

Ernest N. Ljunggren, Lt Col., AC

James A. Sullens
James A. Sullens, Major, A.C.

Date 29 August 1944

Hq 505 5-43/10M/9093

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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer
Station #166

27 August 1944

SUBJECT: Report of Aircraft Accident--Aircraft #42-95302.

TO : Operations Officer, 391st Bombardment Group AAF.

On August 25, 1944, I was flying in No 1 ship in the lead flight in box No 2. After we had left the target I was watching the ships in No 4 and No 6 positions. I could see them as I was flying as waist gunner. I was watching No 4 and he dropped down as if he was leaving the formation, he dropped down about 200 ft. and was going out under No 6. He flew under No 6 for about 2 minutes then he started to slowly gain altitude. He was just a little left of No 6 as his tail came into view of the No 6 ship which swerved to the right but was too late. No 6's left prop hit No 4's stabilizer and tail, chewing most of it off, then No 4 went mighty **near** straight up and over on its back. No 4 went out of my sight, so I watched No 6. He feathered his left engine and had his plane under control. But he was going off to the left and losing some altitude. Watched him for about five minutes and then could not see him any more.

Thomas J. Milton
THOMAS J. MILTON,
S/Sgt., Air Corps,
Armorer Gunner.

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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer
Station #166

27 August 1944

SUBJECT: Report of Aircraft Accident--Aircraft #42-95302.

TO : Operations Officer, 391st Bombardment Group AAF.

On August 25, 1944, I was flying in the No 3 position in the lead flight. I saw Captain Thorn's ship (No 302) move to the left under the No 6 man who banked to clear Captain Thorn.

Captain Thorn gained altitude while under No 6 ship, causing his tail surfaces to strike the No 6 ship propeller. No 6 then pulled up in a hard, left banking turn, away from Captain Thorn who then went off to the right. His ship (No 302) began to spin over on its back, I saw the landing gears come down, both nose and main, and the ship then leveled off. At this time I saw one man clear the ship, and his chute open. Then Captain Thorn's ship began to spin and disappeared in the clouds. The other ship (no 6) seemed to be under control but losing altitude. He was a considerable distance away by this time and soon entered the clouds under us. I saw no more of either ships and only one man in his chute who came from Captain Thorn's ship.

Robert A. Mohan
ROBERT A. MOHAN,
S/Sgt, Air Corps,
Armorer Gunner.

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File 3

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HEADQUARTERS
573RD BOMBARDMENT SQUADRON

APC 140, U. S. Army,
30 August 1944.

SUBJECT: Statement of Aircraft Accident, Plane No. 4295802 - Navigator's Statement.

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

1. On 25 August 1944, I was flying in aircraft 4295802 on a combat mission when a mid-air collision occurred. Since I was riding in the navigator's compartment, I was unable to observe the series of events leading up to the collision. The alarm bell was sounded and I bailed out at a low altitude. After my parachute had opened, I saw the plane hit the water and disappear.

2. Two French fishermen in a small boat picked me up soon after I had hit the water. Together, with another small boat, we pulled two bodies out of the water and identified them as those of Captain David H. Thorn and 1st Lt Arthur L. Thomas. The fisherman took us to the little village of Loguivy on the Brest peninsula.

3. During the next 48 hours all preparations were made for the burial of the bodies of Captain David H. Thorn and 1st Lt Arthur L. Thomas in front of a church in Loguivy. I reported the place of burial to Ninth Air Force Headquarters in France and returned to my home base.

Russell J. Calvert
RUSSELL J. CALVERT,
1st Lt, Air Corps,
Navigator-Bombardier.

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HEADQUARTERS
AAF STATION #166APO # 140
30 August 1944

SUBJECT: Report of Aircraft Accident.

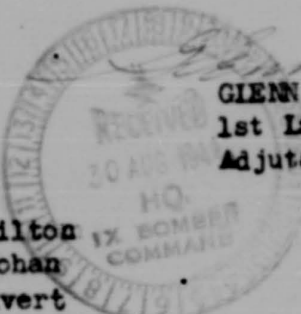
TO : Commanding General, IX Bomber Command, APO 140, U. S. Army.

1. Transmitted herewith WD, AAF Form No. 14, Report of Aircraft Accident,
(in quadruplicate) of aircraft B-26B45, No. 42-95802.

For the Commanding Officer:

4 Incl:

- 1-Incl: WD AAF Form No. 14 in quadruplicate.
- 2-Incl: Statement of Armorer Gunner, S/Sgt Milton
- 3-Incl: Statement of Armorer Gunner, S/Sgt Mohan
- 4-Incl: Statement of Navigator, Lt. R.J. Calvert


 GLENN E. BOWEN
 1st Lt., Air Corps,
 Adjutant

360.33

1st Ind.

E-J-4

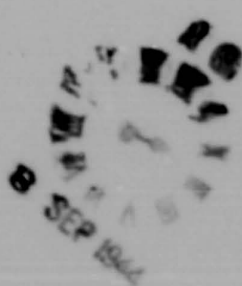
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 5 September 1944.

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

Submitted in compliance with Memorandum 55-1, Headquarters, Ninth Air Force,
dated 22 March 1944.

For the Commanding General:

4 Incls: n/c (1 cy ea w/d)


 RICHARD C. SANDERS,
 Brig. Gen., U.S.A.,
 Chief of Staff.

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2nd Ind.

E-CSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 3 October 1944.

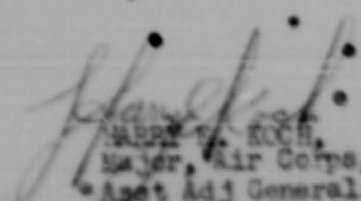
TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report of Aircraft Accident Committee approved.

For the Commanding General:

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

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 HARRY E. KOCH,
 Major, Air Corps,
 Asst Adj General.

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