Accident No. 4 Checked by Analyzed by Copied for Wright Field by Notes

CV23:2-43

Tallerny, England 1630 43-1-3-502 Pilos Sal bren on a combrat nission. The borrowle crobasibili lung supply to be low low a dage amount. De he has leg. #1,#2, +#3 engines cut out. Pilot was unable to sie cover from the turn to make a forced landing. Four wing struct a heady + houle 4. carluladed ship 150°. Ship look all 4 enjures, ranin to level got parts. Lusalage was Indrew who 3 pieces. Cild was aware of low gas suggly + had ordanst leng andors. Exact Jud quantity could med la determined as Inel gauses on this type plane

43-1-3-502 ACCIDENT No.

WAR DEPARTMENT

U. S. ARMY AIR FORCES

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Airce	ace Talbenny, England			(2) Date	Jan. 3	, 1943	(3)	Time . 1630)
	RAFT: (4) Type and model	D	(5) A.	F. No. 41-2	3806 (Station .	115		
	Organization: (7) 8 BC	nd and	(8)	(Group)	(9)	68	(Const.		
	Comma	nd and 2		PERSONNEL			(Squadr	(OI)	
		1		LIBONNEL					
DUTY	NAME	RATING	SERIAL NO.	RANK	PERSONNEL	Branch	AIR FORCE OR	RESULT TO	Use of
	(Last name first)				CLASS		COMMAND	PERSONNEL	PARACHT
(10)	Erwin, Roy B. Jr. 0/	(12) P	(13)	(14)	(15)	(16)	(17)	(18) Poto 1//	(19)
-		CP	0-437436	2nd Lt.	21 21	AAF	8 BC	Patal4	No No
P	Swanson, Clark E. 0/ Deavenport, Thomas G.0/	N	0-128034	2nd Lt.	. 210	AAF	8 BC	Fatal4	No
1		B	0-727332	2nd Lt.	21	AAP	8 BC	Serious	********
	Gavin, John J. 0/ Simmons, Hylan V. 38	E	12029962	S/Sgt.	16	AAF	8 BC	Slight 2	
2	Perry, Delbert 0. 20	AE	6252795	Sgt.	16	AAF	8 BC	Serious	
1	Laskowski Thomas A. Jr.		6853902	B/Sgt.	16	AAF	8 BC	Serious	
1	McCarty, Lanville 0. 20	AR	35278030	Sgt.	16	AAF	8 BC	Serious	
b	Reasoner, Robert J. 20	RG	34242418	Sgt. 5	16	AAF	8 BC	Slight	No
¢	Kelsey, George L. 34	FG	18053366	Sgt.	16	AAF	8 BC	Slight	No
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			PILOT CHA	RGED WITH	ACCIDENT				
	Erwin. Roy B.			0-437436	lst	Lt.	21	A	AF
(0)		Middle	(EI)	(Serial number)	(22)	ank)	(Personnel cla	(24)	(Branc)
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ssign	ned (25) 8 BC (Command and Air Force)	. (26	(Group)	(27)	(Squadron	·	(28)	(Station)	•
				Month		1111			1
Attac	hed for flying (29) 8 BC (Command and Air		(30)44	-L (OI)	68	41. K	(32)11	*************	
	어린이 내용된 항문에 가장 그런 그렇게 하면 되는 것이 살아갔다면요?		(Gr	oup)	(Squad			(Station)	
)rigit	nal rating (33) P (34) 2-23-	42	Present rating (35) P	(36) 2-23-4	Instr	ment fating	9-25-4	12
	(Rating) (Date)	· rosone rueing ((Rating)	(Date			(1	Date)
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(38) (59)	e time of this accident)) This type SSFICATION CANCELLED ON) Last 90 days	Avoi	D 211:2	0	Instrument ti Night time la	me last 30 st month	dayss	2	0±00 5±00
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(38) (38) (40) (41)	e time of this accident)) This type SSFICATION CANCELLED ON) Last 90 days	A F	211:2 73:4 417:0		Instrument ti Night time la	me last 30 st month	days.	2	0±00 5±00
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RESTRICTED

DESCRIPTION OF ACCIDENT

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

Ship #806 was returning from a combat mission low on fuel but indicating a safe amount. A normal pattern was made to the approach with wheels down and half flaps. On the turn to the base leg Motors #1,2,3 cut out within a few seconds of each other. The Pilot was unable to completely recover from the turn to make a normal forced landing. The low wing struck a hedge and bank and cartwheeled the ship 180°. The ship was badly broken up, losing all four engines, top turnet and minor parts and breaking the fuselage into three parts.

The Pilot, Co-Pilot and Navigator were fatally injured. The Bombardier, Radio Operator, Assistant Operator and assistant Engineer were seriously injured. The Engineer, Tail Gunner and Waist gunner were slightly injured. Those injured were in the Bomb Bay and tail of the ship.

The Pilot was aware of the low gas supply and had ordered fuel transfer. He had no way of knowing his exact fuel quantity as the gas gauges on these ships are not dependable.

Two other ships of this squadron landed indicating ample fuel. One ship ran out of gas on one engine while diluting oil. The other ran out of gas while running up the engines on the following day.

Considering the extremely difficult situation the Pilot faced, no Pilot error is recommended.

DONALD W. MACDONALD,
Major, Air Corps,

ALGENE E. KEY, Major, Air Corps.

Pres. of Board.

Incl-4 Photos of Yearne of #41-23806.

Signature / Capert Allorse

ROBERT A. NORSEN,

Captain, Air Corps,

68th Sqdn. Operations Officer.

Date January 18, 1943

SUVERNMENT PRINTING OFFICE 16-287

NAME OF PILOT			TYPE OF P	LANE	; ;	ACCIDENT NUMBER			
Erwine Roy	B.		B-240	1	9	43-1-3-502			
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ACCIDENT NO. ..

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

int.	ace Talbenny, England AFT: (4) Type and model B-2 Operation (7) 6 EC	1D		F. No. 41-2		Station	115	Time	
	Organization: (7)	and and A		(Group)	(9)		(Squadr	ron)	
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P	Swanson, Clark E.	GP	0-728034	2nd Lt.	21	AAF	8 BC	Fatal	No
В	Beavenport, Thomas G. Gavin, John J.	B	0-727332	2nd Lt.	21	AAF	8 BC	Serious	Ne
В	Simmons, Hylan V.	E	12029962	S/Sgt.	16	AAP	8 BC	Slight	No
B	Perry, Delbert O.	AB	6252796	Sgt.	16	AAF	8 BC	Serious	No
R	Laskowski Thomas A. Jr.	P	6853902	B/Sgt.	16	AAP	8 BC	Serious	No
R	McCarty, Lanville 0. Reasoner, Robert J.	AR	35278030 34242418	Bgt.	16	AAF	8 BC	Serious	No
13	Kelsey, George L.	FG	18053366	Sgt.	16	AAF	8 BC	Slight	Re
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DESCRIPTION OF ACCIDENT

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

Ship #806 was returning from a combat mission low on fuel but indicating a safe amount. A normal pattern was made to the approach with wheels down and half flaps. On the turn to the base leg Moters #1,2,3 cut cut within a few seconds of each other. The Pilot was unable to completely recover from the turn to make a normal forced landing. The low wing struck a hedge and bank and cartwheeled the ship 180°. The ship was badly broken up, losing all four engines, top turnet and miner parts and breaking the fuselage into three parts.

The Pilot, Co-Pilot and Navigator were fatally injured. The Bembardier, Radio Operator, Assistant Operator and assistant Engineer were seriously injured. The Engineer, Tail Gunner and Waist gunner were slightly injured. Those injured were in the Bemb Bay and tail of the ship.

The Pilot was aware of the low gas supply and had ordered fuel transfer. He had no way of knowing his exact fuel quantity as the gas gauges on these ships are not dependable.

Two other ships of this squadron landed indicating ample fuel. One ship ran out of gas on one engine while diluting oil. The other ran out of gas while running up the engines on the following day.

Considering the extremely difficult situation the Pilot faced, no Pilot error is recommended.

DUNALD W. MACDONALD, Major, Air Corps, Pres. of Board.

ALCENE E. KEY, Major, Air Corps.

Incl-

4 Photos of www.age of #41-23806.

ROBERT A. HORSEN.

Captain, Air Corps,

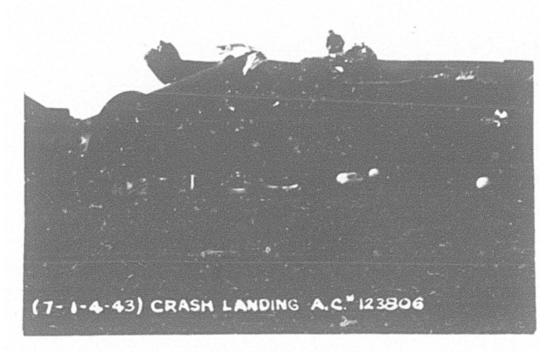
68th Sqdn. Operations Officer.

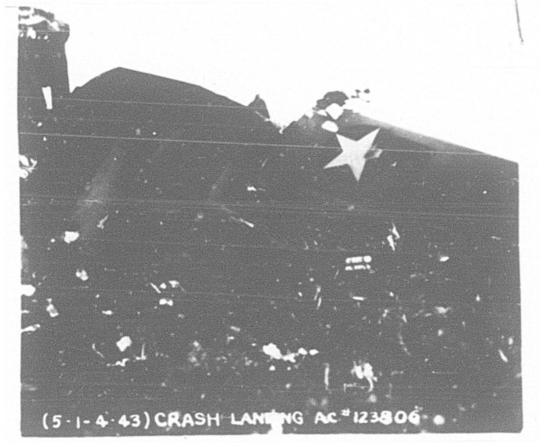
Date January 18, 1943

& GOVESNMENT PRINTING OFFICE 16-28767

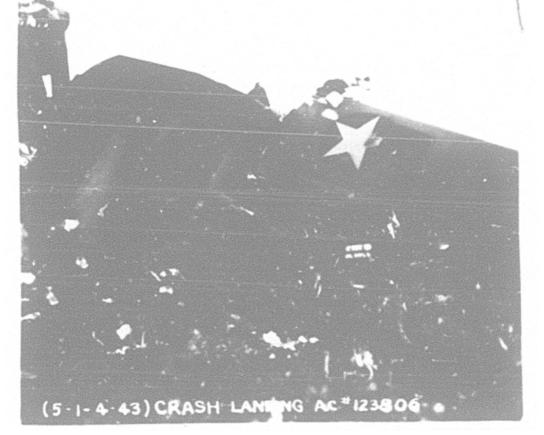
(7-1-4-43) CRASH LANDING A.C. 123806

(5-1-4-43) CRASH LANGING AC 2 123806

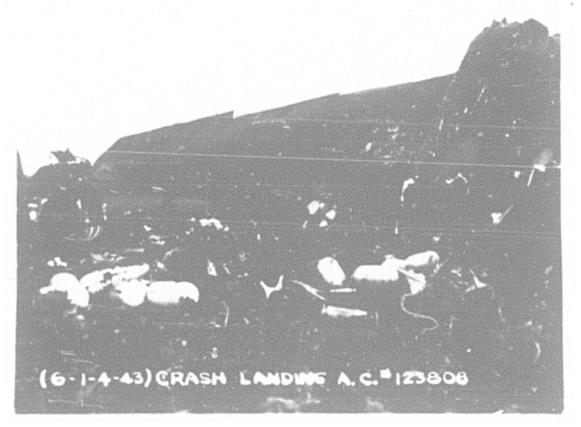




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1.453) CRASH LANDING AC 123806



1-143) CRASH LANDING AC *123806

