

Accident No. 44-7-21-501

Date

Checked by

7/11 5-15-44

Analyzed by

7/18

5-16-44

Copied for Wright

Field by _____

Notes _____

1225:9-43

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Callegaris
44-4-21-501

(1) Place 51° 44' N 4° 28' W (2) Date 21/4/44 (3) Time 1700
AIRCRAFT: (4) Type and model E-26 F 030 (5) A. F. No. 42-96277 (6) Station --
Organization: (7) 9th (8) 9 (9) Y235
(Command and Air Force) (Group) (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	Seipp, George A.	P	0-687347	2nd Lt.	1801	AAF	9	None	No
CP	Render, James R.	P	0-816694	2nd Lt.	1801	AAF	9	"	"
N	Arter, Jason R. Jr.	NP	0-746784	2nd Lt.	01	AAF	9	"	"
EG	Vaughn, Walter T.	EG	34382205	S/Sgt	2820	AAF	9	"	"
EG	Davis, Robert F.	EG	33457410	S/Sgt	2820	AAF	9	"	"



PILOT/CHARGED WITH ACCIDENT

(20) Seipp, George (Last name) (First name) (Middle initial) (21) 0687347 (serial number) (22) 2nd Lt (Rank) (23) 18 (Personnel class) (24) AAF (Branch)
Assigned (25) 9th AAF (Command and Air Force) (26) 9 (Group) (27) 9 (Squadron) (28) -- (Station) (29) Y235
Attached for flying (30) -- (Command and Air Force) (31) -- (Group) (32) -- (Squadron) (33) -- (Station)
Original rating (34) Pilot (Rating) (35) 29 Jul 43 (Date) Present rating (36) Pilot (Rating) (37) 29 Jul 43 (Date) Instrument rating (38) 14 Feb 1941 (Date)

FIRST PILOT HOURS:

(at the time of this accident)
(39) This type 300 (42) Instrument time last 6 months 90
(40) This model 50 (43) Instrument time last 30 days 10
(41) Last 90 days 50 (44) Night time last 6 months 20
(41) Total 650 (45) Night time last 30 days --

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>4</u>	Underside of Fuselage
(47) Engine(s) <u>4</u>	Blades bent
(48) Propeller(s) <u>4</u>	

(50) Weather at the time of accident low ceiling approx. 50 feet lowering
(51) Was the pilot flying on instruments at the time of accident Yes
(52) Cleared from Manskech (53) To St. Mawgan (54) Kind of clearance Inst. 2
(55) Pilot's mission Ferry
(56) Nature of accident Pilot med crash landing, wheels up on beach

Adverse weather conditions, low fuel supply and pilot unable to make radio contact to get bearing to an airbase-pilot also not familiar with conditions in the United Kingdom.

(73 induced by 4)

73 inst. by 4
80
85

DESCRIPTION OF ACCIDENT

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

- 1--On April 21 1944 B26 A.F. No 4296277 was dispatched from Marrakech, Africa, cleared for St. Mawgan, England. Pilot Seipp, George A. 2nd Lt. AC 0-687347.
- 2--The pilot proceeded to St. Mawgan and when over the field found the weather conditions unsuitable for landing. The pilot reported to St. Mawgan Control that he had approximately one and one-half hours of fuel supply left. Upon receiving this St. Mawgan Control diverted him to Valley, North Wales.
- 3--The pilot flew in the direction of Valley over the overcast. Upon seeing a break he let down and sighted land but could not find field. The weather began closing in again, so rather than go up in the overcast again the pilot crash landed on the beach wheels up. According to the pilot he was unable to make two way radio contact with any field on any frequency due to excessive static.

for
fuel

Signature

James D. Rockett

(Investigating Officer)

James D. Rockett

Captain, AC

Date

STATEMENT

Approximate position from St. Mawgan was about 50 miles out to sea. Was flying on top and had no contact with the ground. Got the weather report at first, weather was okay. One half hour later the ceiling was zero and they asked how my fuel supply was. I told them I had about an hour and a half left so I was diverted to Valley, but was given no heading. Got on the radio compass and tried to get a homing into Valley. Tried to contact Darkie and Valley. At the time we were calling Valley they were working on another plane in distress, so tried to call St. Mawgan. Our navigator was trying to compute our position. We found a hole in the clouds and saw land and then saw another ship. They were working a distress signal at the time and we could not cut in on them so decided to follow them and get to a field. But the clouds moved in and we lost sight of them. Spotted a field and tried to contact them. Had IFF on emergency, tried A, B, C, and D. channels of the V.F. H. and 6440 and 4220 while the radio operator worked out an S.O.S. The particular position I was in, I had a radius of about 5 miles due to the storm. In a further attempt to get sight of the field, the weather became worse. I spotted a beach east of Pendine, in West Wales and made a normal belly landing. No injury to personnel, extent of damage to the aircraft in my estimation at the time was the props and damage to the underside of the fuselage, with no wrinkles in the skin at this time. My co-pilot and I left the ship to get help, while the crew collected all classified and confidential material. R.A.F. authorities took over the situation and put the aircraft on her wheels and took it upshore so the tide couldn't get at it. At the time of the accident the tide was in. The R.A.F. took all the equipment to Pembrey Field. The weather at the time of the accident was very bad, ceiling was less than 50 feet, and low supply of fuel. Started out with 10 hours of fuel and we had been in the air for 9 hours and 20 minutes. Was flying instrument.

/s/ George A. Seipp,
/t/ GEORGE A. SEIPP,
2nd Lt, AC.

A CERTIFIED TRUE COPY:

James D. Rockett
JAMES D. ROCKETT,
Capt, AC.





