

NAME OF PILOT

TYPE OF PLANE

S ACCIDENT NUMBER

BENNOX Xenophon A

A-26-B

46-8-6-500

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Photostat to field

9/17

10-24

B. Murray

3/6

Accident No.

46-8-6-500

Date

Checked by

Analyzed by

Copied for Wright
Field by

copy 10-23-45
mm

Notes

354

1225:9-43

RESTRICTED
O. K. FOR FILES
REPORT OF MAJOR ACCIDENT

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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	TYPE, MODEL AND SERIES	ACCIDENT NO.		
PRELIMINARY REPORT RECEIVED	C-8-7			A-268	11-06-50
FORM 14 RECEIVED	8-30				
EVALUATED BY	H				
VERIFIED BY	9-4				
CHECKED BY	9-14				
CODED BY	9-14				

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. **Valley, North Wales** Nearest Army Airfield, Distance and Direction from Same. **1407th AAF Base Unit Z 925-0**

2. WAS COLLISION WITH OTHER AIRCRAFT? Yes No AF Nos. of AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) **41-39412** **41-839412** DATE **6 Aug 45** HOUR AND TIME ZONE **1716Z** DAY NIGHT

Section B—AIRCRAFT

1. AIRCRAFT No. **41-39412** 2. TYPE MODEL SERIES **A 26 B 3** 3. HOME STATION **Redeployment to ZI 2076 ST. TROND BELGIUM**

4. AIR FORCE OR COMMAND **99TH AF** SUBCOMMAND **386 BG M** WING **BM** GROUP No. AND TYPE **386 BG M** SQUADRON **552 BS**

5. DATE OF MANUFACTURE **Unknown** TOTAL HOURS **App. 400** DATE LAST OVERHAUL **100 HR Insp 11 Aug 45** OVERHAULING DEPOT OR SUB-DEPT **Cambrai 460 Service Group** HOURS SINCE OVERHAUL **Unknown**

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 **Bennos** FIRST NAME **Xenophon** MIDDLE INITIAL **A** GRADE **1st Lt.** BRANCH **AC** ASN **0819904** SEX **M** AGE **25**

2. ATTACHED STATION **344 BG M Y300** COMMAND **FLORENNES, FRANCE** SUBCOMMAND **99TH AF** WING **99TH** GROUP No. AND TYPE **344 BG M BM** SQUADRON **---**

3. ASSIGNED STATION **386 BG** AF OR COMMAND **99TH AF** SUBCOMMAND **---** WING **99TH** GROUP No. AND TYPE **386 BG M** SQUADRON **552**

4. AERONAUTICAL RATING? Yes No RATING **Pilot** DATE RECEIVED **Jan 7 44** 5. NORMAL DUTY STATUS **Pilot A-26**

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

FLYING TIME: 1. TOTAL HOURS **App 700** 2. HOURS THIS TYPE **App 125** 3. HOURS THIS MODEL **App 80** 4. HOURS LAST 90 DAYS **App 110** 5. HOURS LAST 30 DAYS **App 10** 6. HOURS LAST 24 HOURS **App 3** 7. ACTUAL COMBAT HOURS **App 110**

8. TRAINERS CLASS NO. AND SCHOOL, OTU, OCTS, ETC. **---**

9. PHASE AND HOURS IN THIS PHASE: PHASE **---** DUAL OR COPILOT **---** SOLO OR 1ST PILOT **---**

10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES: **Pre Flight, Maxwell Field Primary, Bennett, S. C. Basic, Busch Field, Augusta, Ga. Advance, Moody Field, Ga. Barksdale Field, OTU**

11. INSTRUMENT RATING: TYPE **White** DATE **April 45** LAST CHECK STATION **A 92** DATE **April 45**

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

13. TOTAL—INSTRUMENT LAST 6 MOS. 14. INSTRUMENT LAST 30 DAYS. 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 AERO. RATING (Symbol)	SERIAL No.	GRADE AND BRANCH OF SERVICE	PERF. 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	SUCCESSFUL	Yes	No
P	Bennos, Xenophon A.	P	0819904	1st Lt AC	18	386 BG 9th AF Minor	X				

Handwritten: *Imp 7-8-45*

CLASSIFICATION CANCELLED OR CHANGED TO **RESTRICTED** BY AUTHORITY OF **CB [Signature]** DATE **12-26-45**

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT

WRECK 4

RESTRICTED

2. TO ENGINE

1

WRECK 4

2

WRECK 4

3

4

4. TO PROPELLER

1

WRECK 4

2

WRECK 4

3

4

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)

NONE

Section G—POWER PLANT FAILURE

(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)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF

HOURS 2 HR MINUTES 0

	(1)	(2)	(3)	(4)
2. ENGINE MODEL	R-2800-71	R-2800-71		
3. ENGINE No.	---	---		
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL	3	3		
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL	480 Service Co			
6. TOTAL ENGINE-HOURS	400	400		
7. PROPELLER MODEL	-2	-2		
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL	3	3		

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

SEE ATTACHED STATEMENT

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

11. OCTANE RATING OF FUEL

100

ENGINEERING OFFICER (Name, Grade, and Station)

WILLIAM T. KEENAN, CAPT., AC, 1407th AAF B U HURD-ATC

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL

(Use this section if materiel failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

ENGINEERING OFFICER (Name, Grade, and Station)

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

NONE

RESTRICTED

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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

NONE

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?

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

EX

WEATHER OFFICER
(Name, Grade, and Station) →

Section L—GENERAL INFORMATION

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

NONE

2. WHAT WAS THE MISSION?

REEMPLOYMENT TO 21

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

NONE

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6. KIND OF CLEARANCE (Attach Form 23)

FROM

TO

OR LOCAL

STATION OF LAST DEPARTURE

7. IF UR FORM 34 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR No. AND DATE

No.

DATE

8. EXPLAIN FULLY AND ATTACH COPY

NONE

9. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 63-14? Yes No

10. ARE PHOTOS ATTACHED? Yes No

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

A-26 No. 41-139421 was cleared to land at Valley Airdrome on 6 August 1945 at 1716Z.

The aircraft was on final approach, at approximately 400 ft altitude, lined up with runway in use with gear and flaps down, airspeed 150 MPH coming in under power when right engine cut. When the right engine cut the pilot lost control of the aircraft which pulled him about 90° to right of runway. The pilot pulled off power on left engine to regain control of Aircraft, due to his low altitude, airspeed 150 MPH with gear and flaps down, by cutting left engine, the pilot did not have sufficient altitude to regain single engine operation. The pilot had pulled the landing gear up, but the wheels had not completely retracted when the aircraft crash landed, skidded about 75 yards, flipped over on its back and burned. (see diagram of Valley Airdrome) The pilot got out of the aircraft before catching on fire escaping with only minor injury.

The engine and aircraft were burned to such an extent that it was unable to determine the cause of engine failure, but according to statements from the pilot everything was functioning normal when he prepared to land the gas selector valves had been switched to main tanks which held 200 gallons. There was no cutting out, or noticeable malfunction of engine or instruments prior to landing and cylinder head temperatures was said to have been 150° on downwind leg.

4-D
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2. RECOMMENDATIONS

Power failure, no recommendations.

3. ACTION TAKEN

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

STATION: 1407TH AAF BASE UNIT, EURDATC

NAME: <i>James D. Rockett</i> JAMES D. ROCKETT		NAME: <i>William T. Keenan</i> WILLIAM T. KEENAN		NAME: <i>Joseph H. Cullen</i> JOSEPH H. CULLEN	
GRADE: CAPT	ORGANIZATION: 1407th AAF BU ED	GRADE: CAPT	ORGANIZATION: 1407th AAF BU ED	GRADE: 1st Lt	ORGANIZATION: 1407th AAF BU ED
NAME: <i>Quintus Feland</i> QUINTUS FELAND		NAME: <i>George W. Herrold</i> GEORGE W. HERROLD		NAME: <i>James D. Rockett</i> JAMES D. ROCKETT	
GRADE: CAPT	ORGANIZATION: 1407TH AAF BU ED	GRADE: CAPT	ORGANIZATION: 1407TH AAF BU ED	GRADE: CAPT	ORGANIZATION: 1407TH AAF BU ED

PILOT'S STATEMENT

1724
Coming in on the down wind leg ready to land I put my gas selector valves on main tanks which had around 200 gallons. Put on booster pumps. Mixtures in full rich position. Props up to 2300 RPM. Slowed down aircraft to 150 and let my wheels down. Everything checked OK, called tower and told them I was turning on base leg. Then I put down half flaps, power setting on both engines during approach was 20 inches of manifold pressure. As I got closer to runway and all lined up on the approach, I put down the rest of my flaps. Few seconds later the right engine stopped dead. The (1st) thing I did was get control of aircraft and roll in my trim. (2nd) I added power to my good engine. (3rd) I pick up my wheels. (4th) I changed my gas selector valve from main back to auxilliary tank. Thought maybe gas from main tank stopped flowing. Dead engine never started. Engine stopped at a (appr) altitude between 300 and 400 feet. My wheels were very slow in trying to come up and I hit the ground on main gears and last thing I remembered doing was chopping off power on good engine. Airplane turned over on its back. I got out and ran away.

XENOPHON A. BENNOS
1st Lt., Air Corps.

Xenophon A. Bennos

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STATION WEATHER OFFICE
1407th AAF BASE UNIT
EUROPEAN DIVISION, AIR TRANSPORT COMMAND
APO 741 U. S. ARMY

EJC/gws

19 August 1945

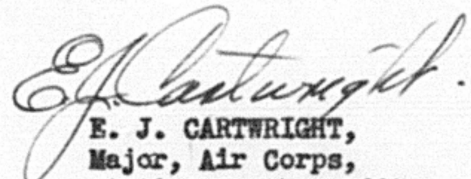
SUBJECT: Weather Report.

TO : Base Operations, 1407th AAFBU EDATC, APO 741, U. S. Army.

1. The weather at Valley, Wales, at 1716Z, 6 August 1945, was as follows:

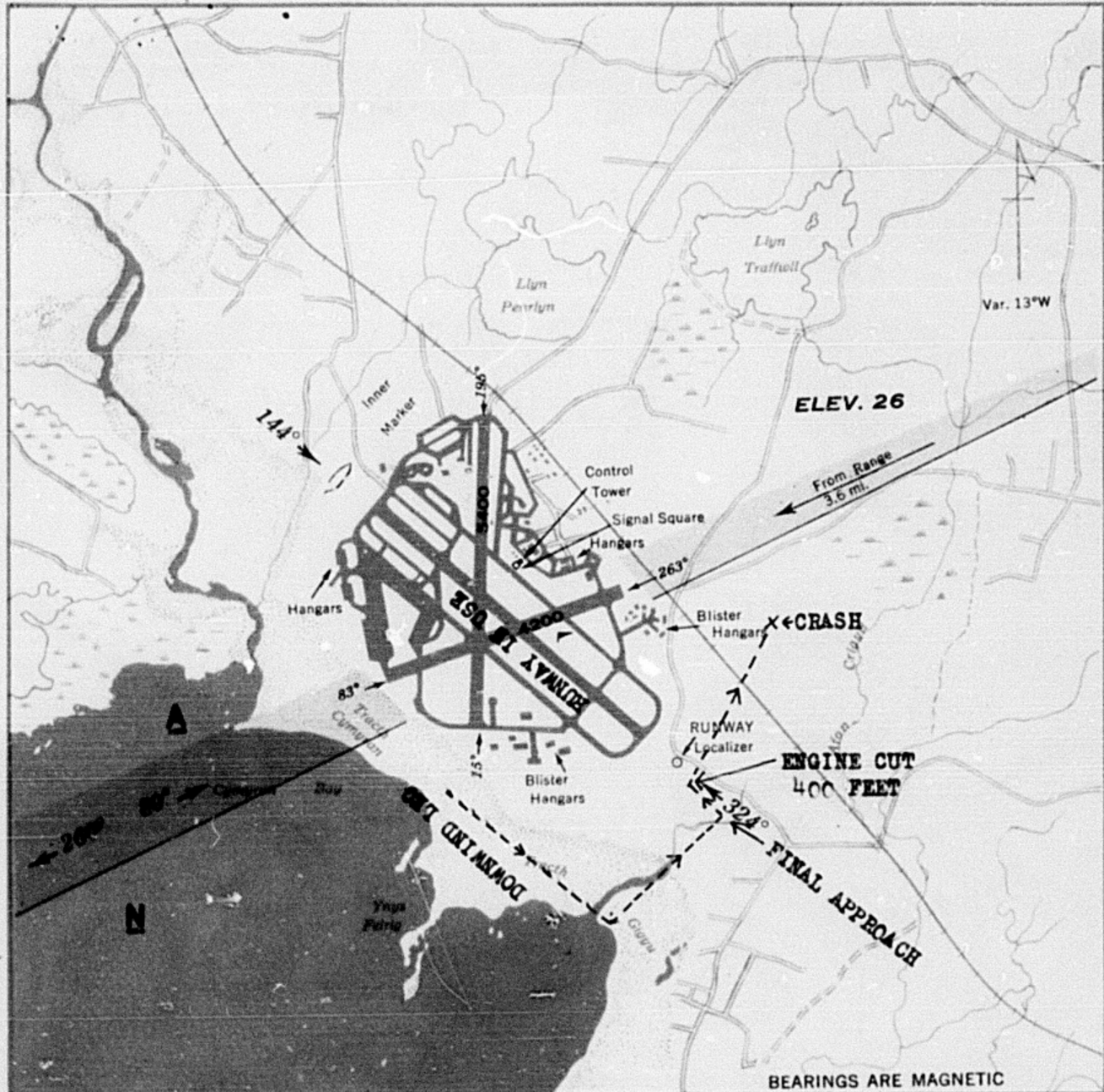
Scattered clouds (2/10) at 4000 feet, visibility 25 miles.
Wind - NNW, 25 m.p.h., gusty.

2. There was no marked change in the weather for the three hours period both preceding and following this time.


E. J. CARTWRIGHT,
Major, Air Corps,
Station Weather Officer.

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BEARINGS ARE MAGNETIC

LAT. 53° 15' N., LONG. 4° 32' W.

RADIO - US: Tower, VHF/tower, air/ground, HF/DF, MRLZ range, VHF/instrument approach system.

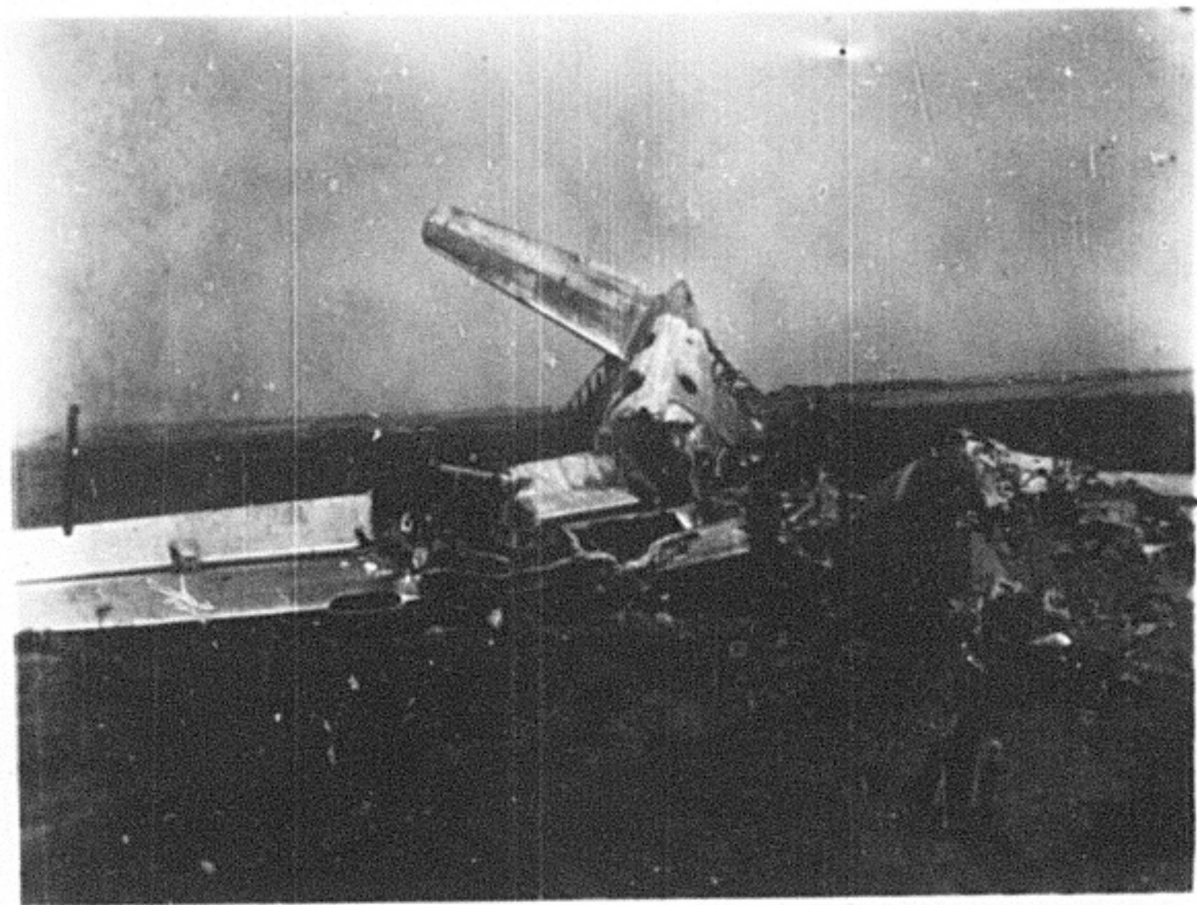
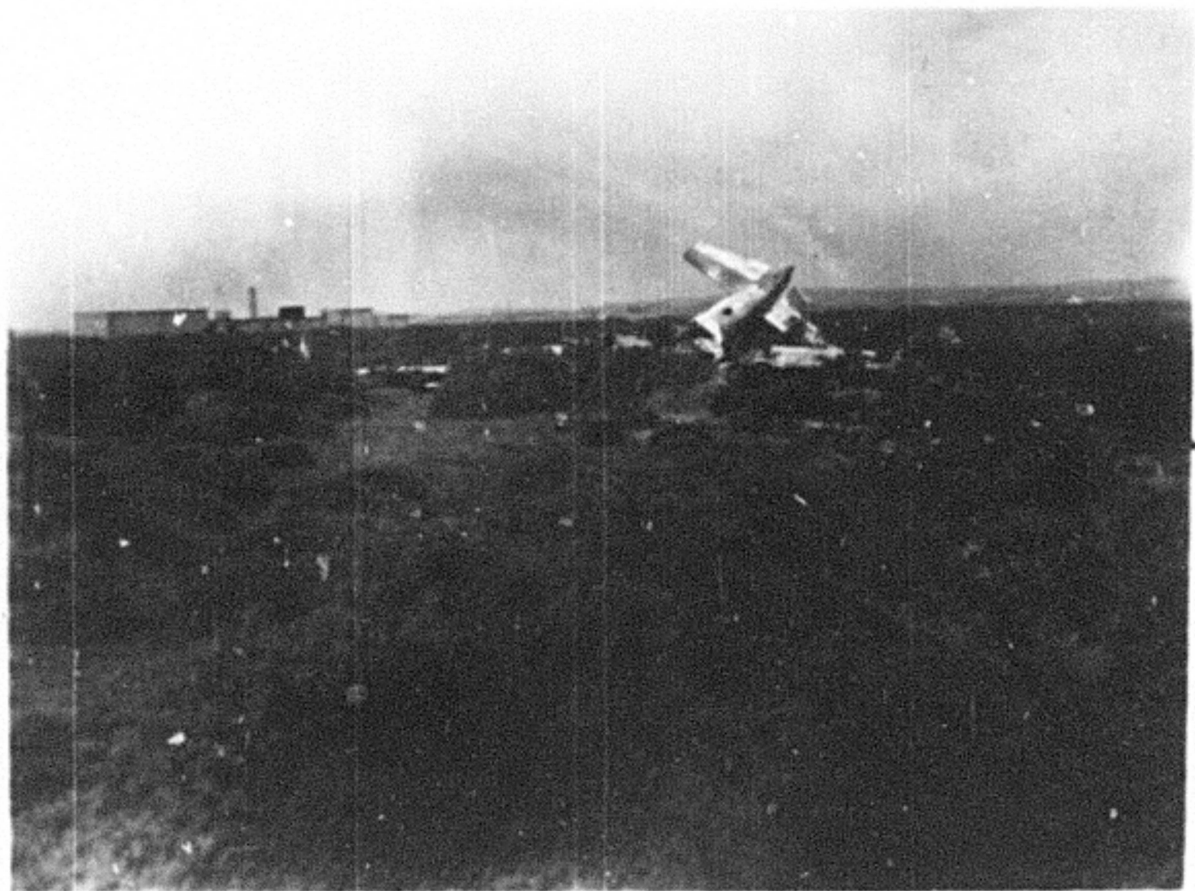
BR: Tower, VHF/tower, air/ground, HF/ & VHF/DF.

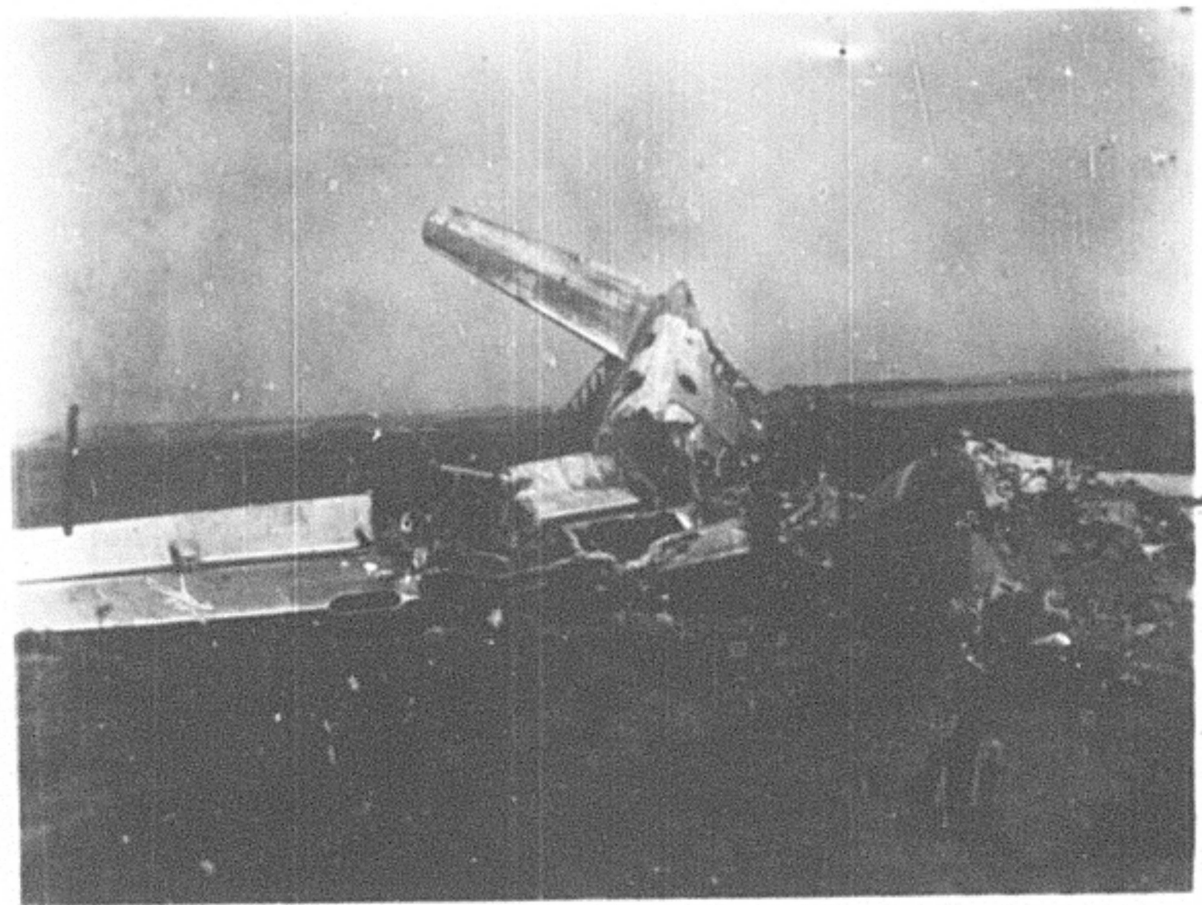
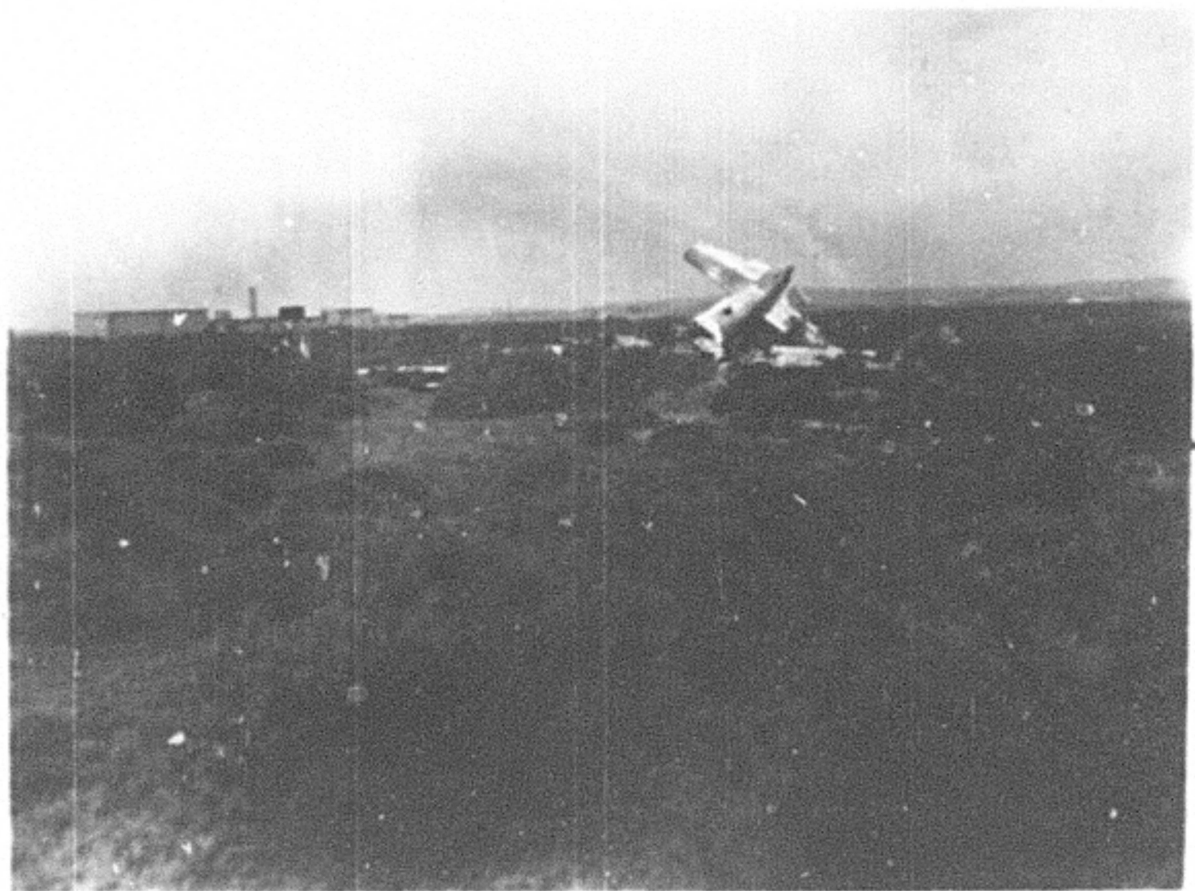
LIGHTING - Outer circle and approach, contact, flood, angle

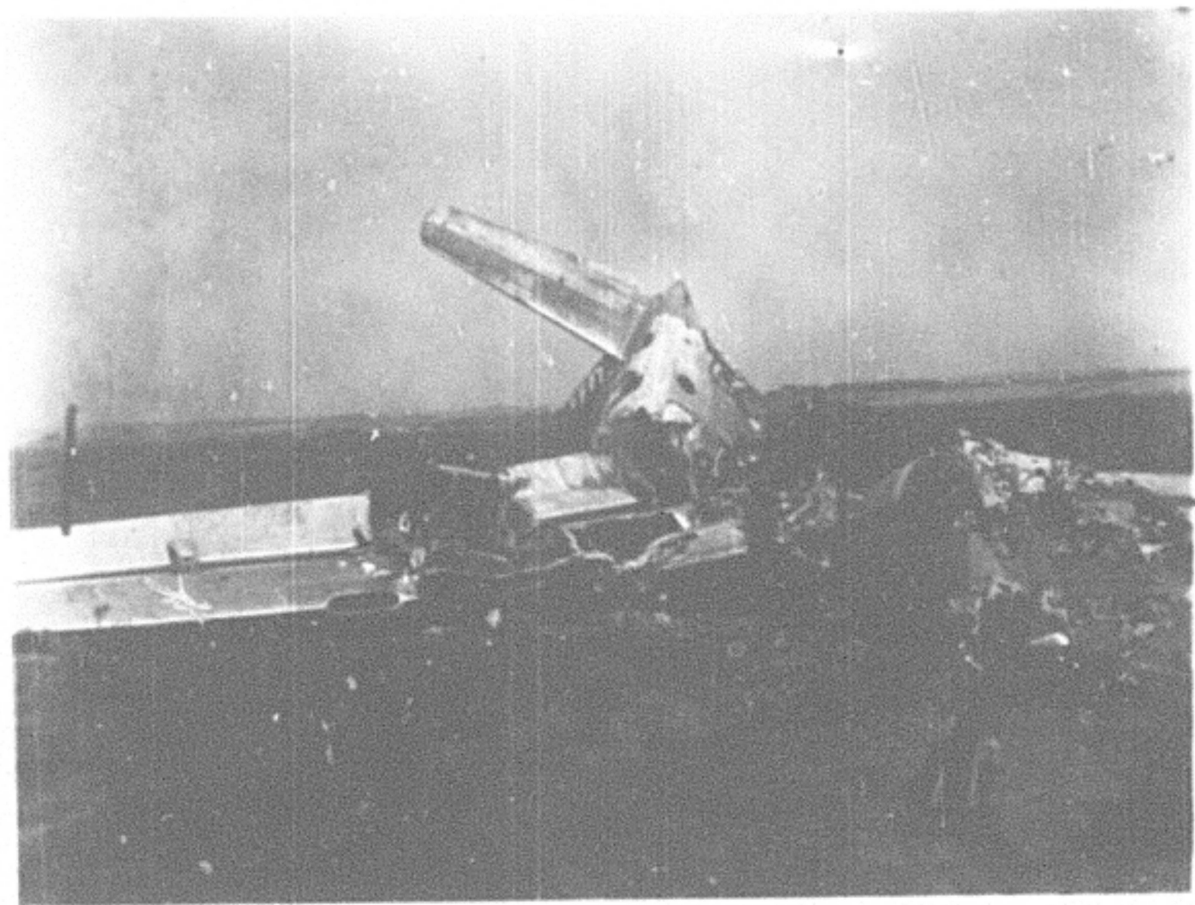
of glide, limit of touchdown lights. Floodlights, obstruction lights.

DOTTED LINE MARKS PATH OF AIRCRAFT

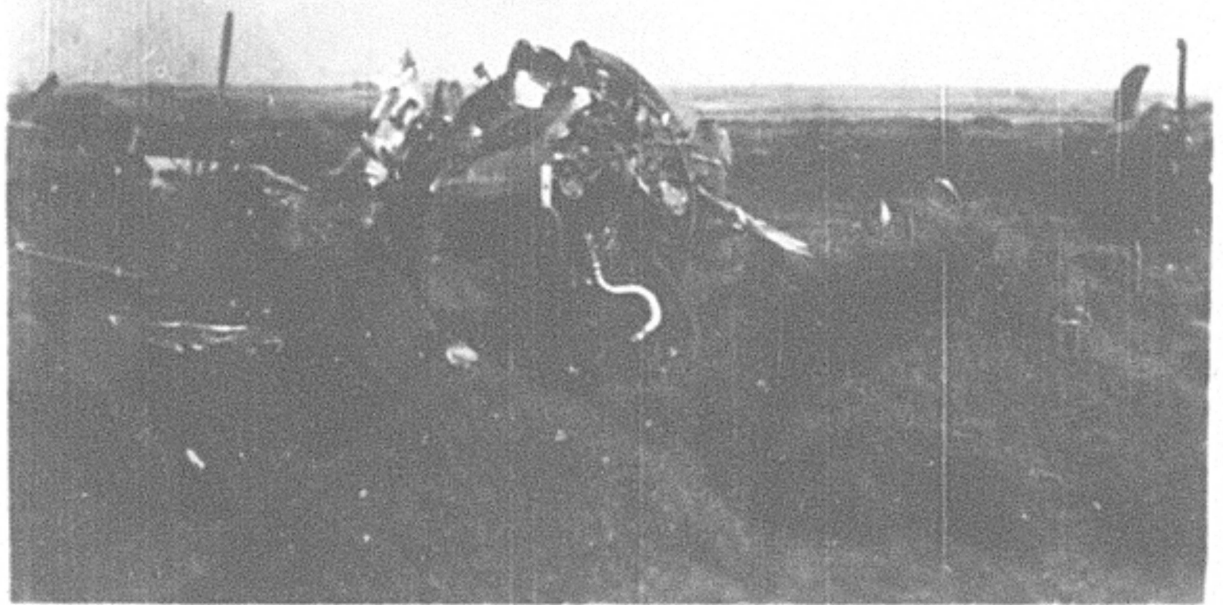
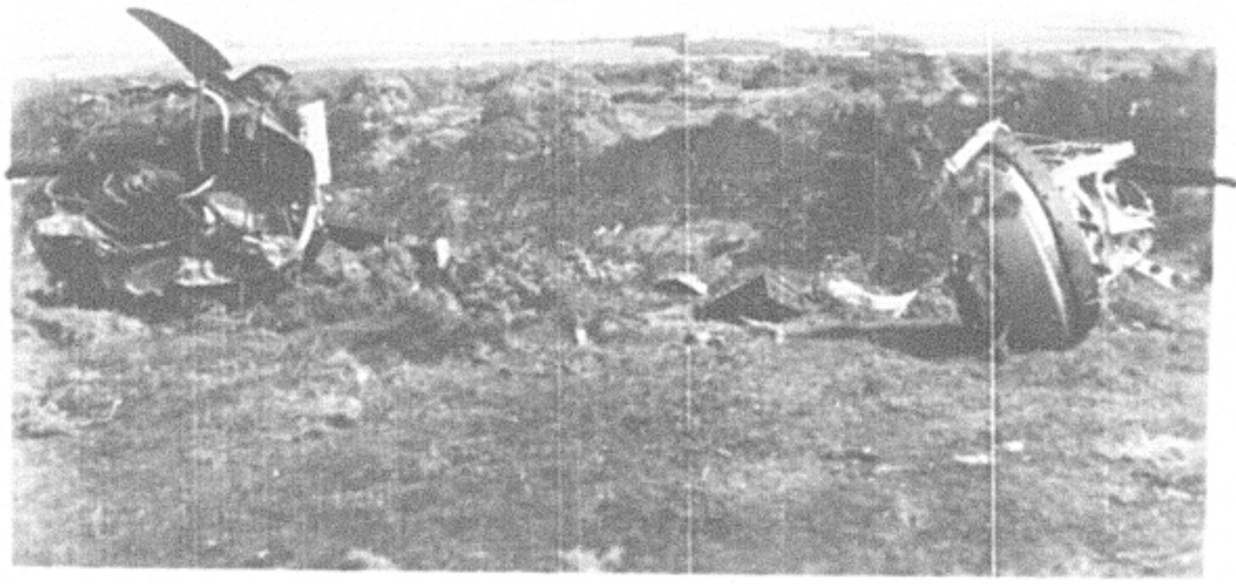
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-7-



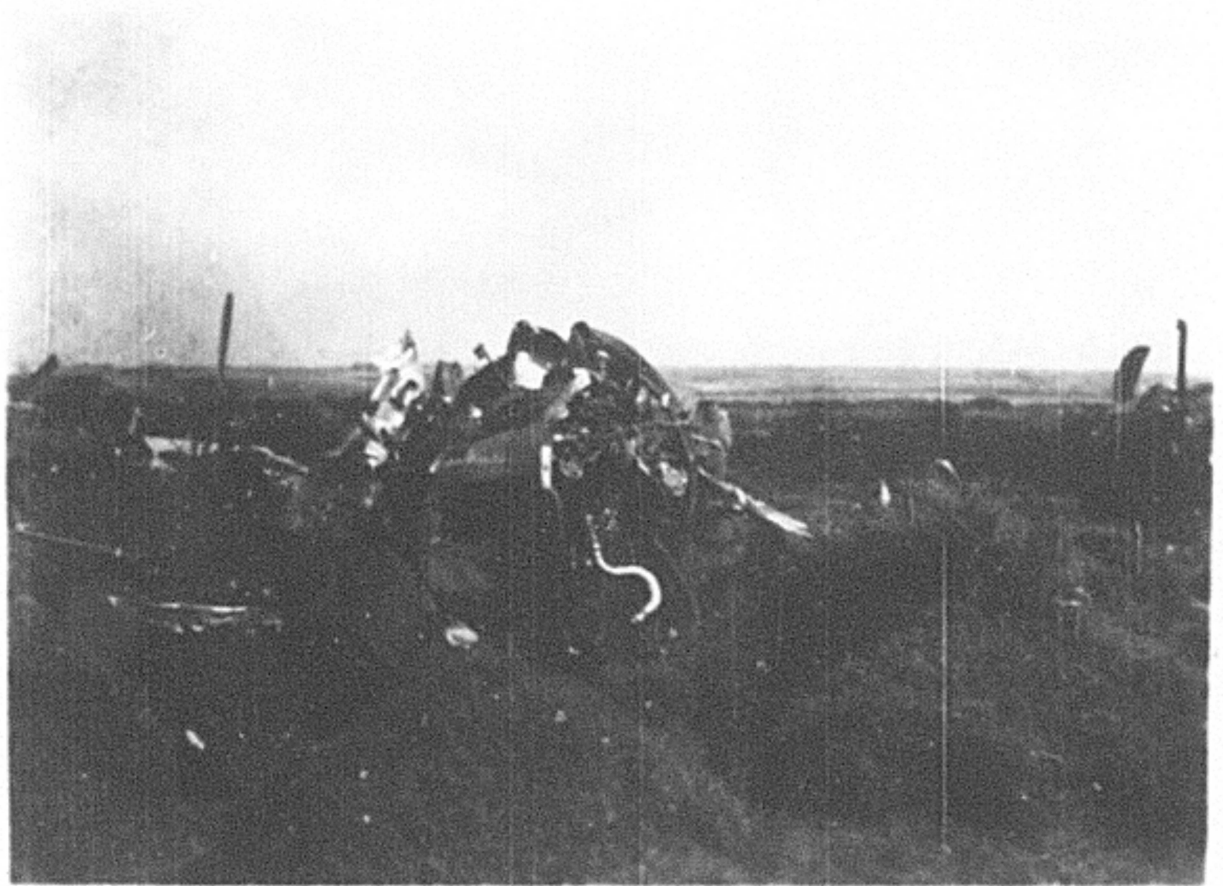




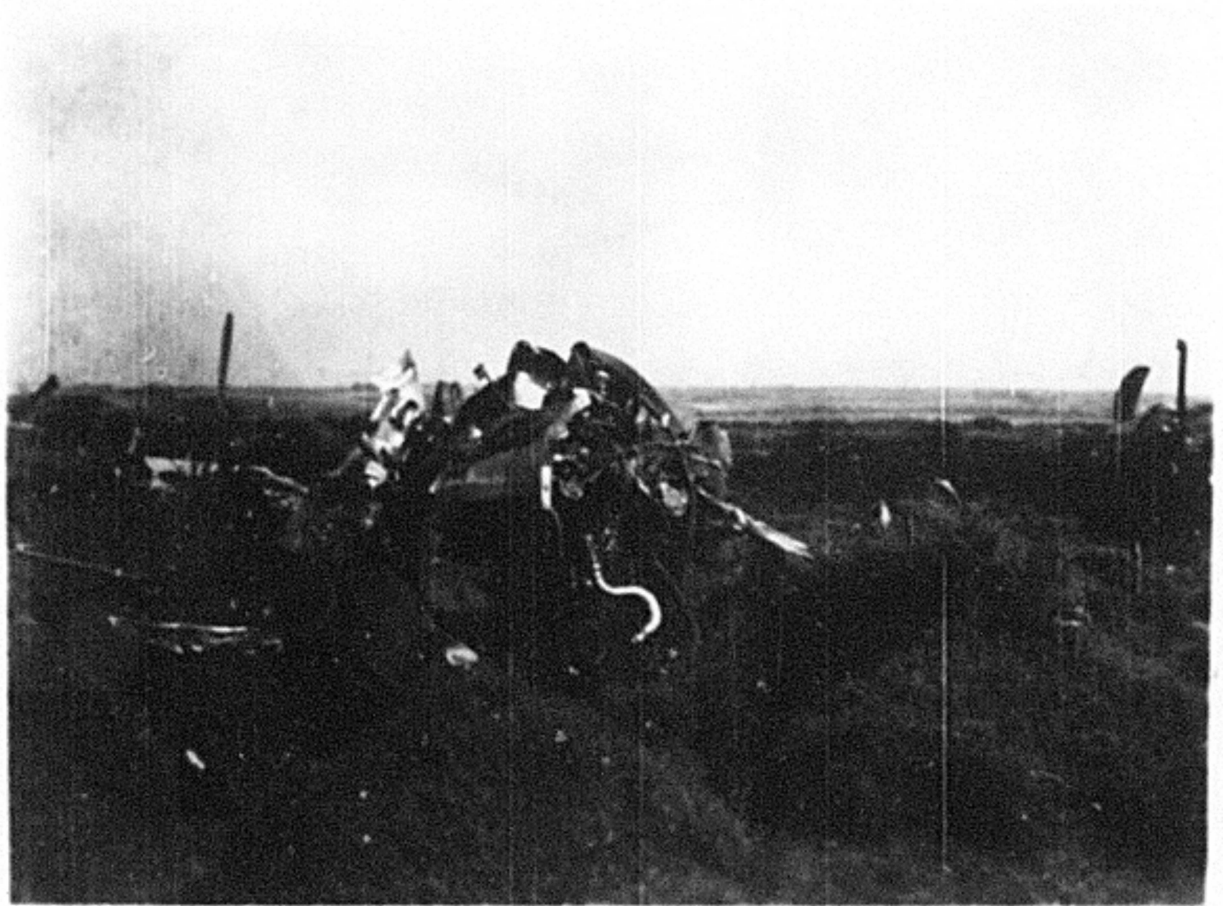
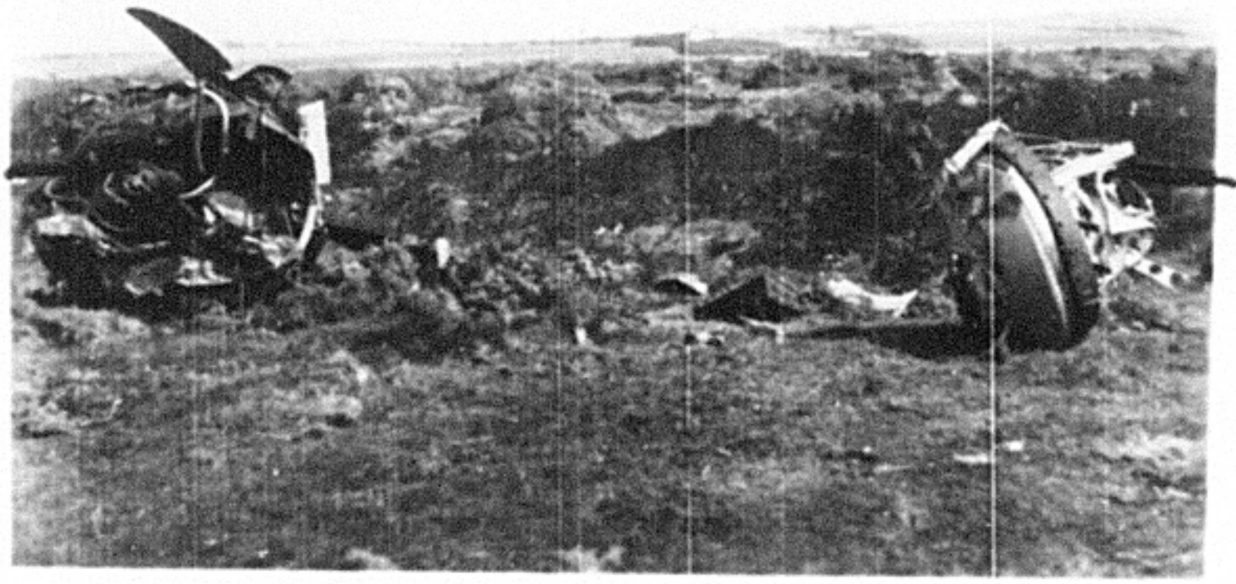
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HEADQUARTERS
1407TH AAF BASE UNIT
EUROPEAN DIVISION, AIR TRANSPORT COMMAND
APO 741 c/o PM NEW YORK, N.Y.

OPS, JDR/rj

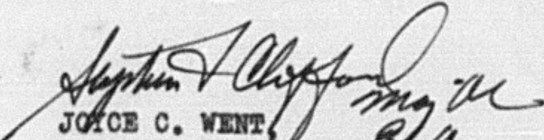
360.33

20 August 1945

SUBJECT: Transmittal of Report of Major Accident, AAF Form No. 14.

TO : Commanding General, AAF, Winston Salem, N. C.
Attention: Chief, Flying Safety.

1. Transmitted herewith Report of Major Accident, AAF Form No. 14 for
A-26 B, 41-139412.


JOYCE C. WENT,
1st Lt., Air Corps.
Adjutant.

Incls: AAF Form No. 14
Statement of Pilot
Diagram of Airfield
Pictures
Weather Report

DISTRIBUTION:

Commanding General, AAF, Winston-Salem, N.C.
Attn: Chief, Flying Safety.
Commanding General, AAF, Washington 25, D.C.
(THRU CHANNELS)
Commanding General, European Division, ATC (1400th
AAF Base Unit) APO 741, U.S. ARMY (THRU CHANNELS)
Commanding General, Ninth Air Force, Station #472,
APO 696, U. S. Army.
Commanding Officer, Strip A-74, Cambrai, France.
Medical Officer, 1407th AAF Base Unit, European
Division, ATC, APO 741, U.S. Army.

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~~SECRET~~

HEADQUARTERS ARMY AIR FORCE
OFFICE OF FLYING SAFETY
WASHINGTON

AFAFS-1

BRIEF NO. C-1106

BRIEF OF
AIRCRAFT
ACCIDENT

DATE AND TIME

6 August 1945 1716Z

72076

PLACE OF ACCIDENT

1/2 mile east of Valley Airrome, Valley, North Wales

~~RESTRICTED~~

AIRCRAFT AND STATION

A-26 (41-139412), Hqs. Station A-74, Cambrai, France

AIRCRAFT DAMAGE

Complete wreck

PILOT NAME

1st Lt. Xenophone A. Bennos

PILOT STATION

9 AF, 344 B Gp., A-74, Cambrai, France

PERSONNEL INVOLVED
AND INJURIES

Pilot -- probable major injury.

DESCRIPTION OF
ACCIDENT

Plane was in traffic pattern on base leg with gear and flaps
down when left engine cut-out. Plane glided straight forward
and crash landed to side of field. Pilot was thrown clear as
plane flipped over on back and burned.

Clearance: Station A-74, Cambrai, France to Valley, North Wales.

MISSION

Redeployment

WEATHER

Scattered clouds at 4000 feet, visibility 28 miles, wind 330
degrees at 20 MPH.

SOURCE

Anglesey Island, Wales 06/2202Z IN-6611 (7 Aug. 45)

8-6-500
Encl #2

10-
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~~RESTRICTED~~