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AR DEPARTMENT AAF FORM No. 14 (Rev. 1 Oct. 44) ACTION PRELIMINARY BE-MUDEL THIS FORM 14 RECEIVED USE REPORT OF MAJOR ACCIDENT do EVALUATED BY AND VERIFIED BY SERIES 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 CODED BY etion letter and subsection number. Section A-GENERAL INFORMATION st Army Airfield, Distance and Direction from Sa PLACE OF ACCIDENT State, County, Near Valley, North Wales 1407th AAF Bage Unt AF Nos. or Americant Involved (File separate Form 14 for each alreraft) 41-239412 2. WAS COLLISION WITH OTHER AIRCRAFT? 1716Z No No YES Section 3--AIRCRAFT 3. HOME STATION 1. AIRCRAFT No. 41-39412 Redeployment to ZI 41-039412 SOUADBON SUBCOMMAND 4. AIR FORCE OR COMMAND 386 BG M AF 552 BS OVERHAULING DEPOT OR SUB-BEFOR DATE LAST OVERHAUL 8. DATE OF MANUFAC-TOTAL HOURS 100 HR Insp Cambrai Unknown 480 Service Group Unknow Section C-OPERATOR (Person at controls at time of accident) Age GRADE BRANCH ASN 1. LAST NAME FIRST NAME Bennos Xenophon CORENNES, FRAMES SOMMAND AC 0819904 1st Lt SQUADBOY 2. ATTACHED STATION 344 BG 3. ASSIGNED STATION 386 BG 3 386 BG M DATE RECEIVED 4. AERONAUTICAL RATING? X YES NO Pilot Jan 7 44 Pilot Section D-OPERATOR'S FLYING EXPERIENCE (Including civilian) 10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES Fill in items 8 and 9 only if operator was student in training or rated pilot in CIS. OTU. etc. IST PILOT OR SOLO STUDENT FLYING TIME Pre Flight, Maxwell Field S. TRAINER CLASS NO. AND SCHOOL, OTU, CCTS, ETC. I. TOYAL Primary, Bennett, S. C. kpp 700 Basic, Busch Field, Augusta, Ga. 2. HOURS Advance, Moody Field, Ga. pp 125 9. PHASE AND HOURS IN THIS PHASE Barksdale Field, OTU DUAL OR COPILOT A Hours THE Model 11. INSTRUMENT RATING If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in items 13 through 17. HOURS LAS TTPE DATE 110 187 PILO? White 5. Hours Last April 10 13. TOTAL-INSTRUMENT
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15. INSTRUMENT
LAST 30 DATS April Hours Last A 92 12. Was operator on instruments at time of socident or immediately before? COMBAT HOURS YES K No 110 ection E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not) FATAL MAJOR PARACHUTES DEG. ASSIGNMENT—
AIR FORCE OR COMMAND
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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

A-26 No. 41-239421 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 ofrunway. 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 selecter valves had been switched to main tanks which held 200 gallons. There was no cutting out, or noticable malfunction of engine or instruments prior to landing and cylinder head temperatures was said to have been 150° on downwind leg.

4-D

2. RECOMMENDATIONS

E WEST WAS THE MESSION

Power failure, no recommendations.

Mark Thank Amy Victations or Chieffe on Manifestical (Septiate)

SASISE L-CEMERAL INFORMATION

3. Action Taken

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ACCIDENT INVESTIGATING BOARD FROM REPORTING
STATION. E-OH MEMBER MUST SIGN.

NAME OF THE ACT OF THE

PILOTES STATEMENT

1798

Coming in on the down wind les 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 PPM. 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 (lst) thing I did was get control of aircraft and roll in my trim. (2nd) I added power to my good engine. (3rd) Ipick 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.

Vousphon a. Burnos.

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 Eugust 1945, was as follows:

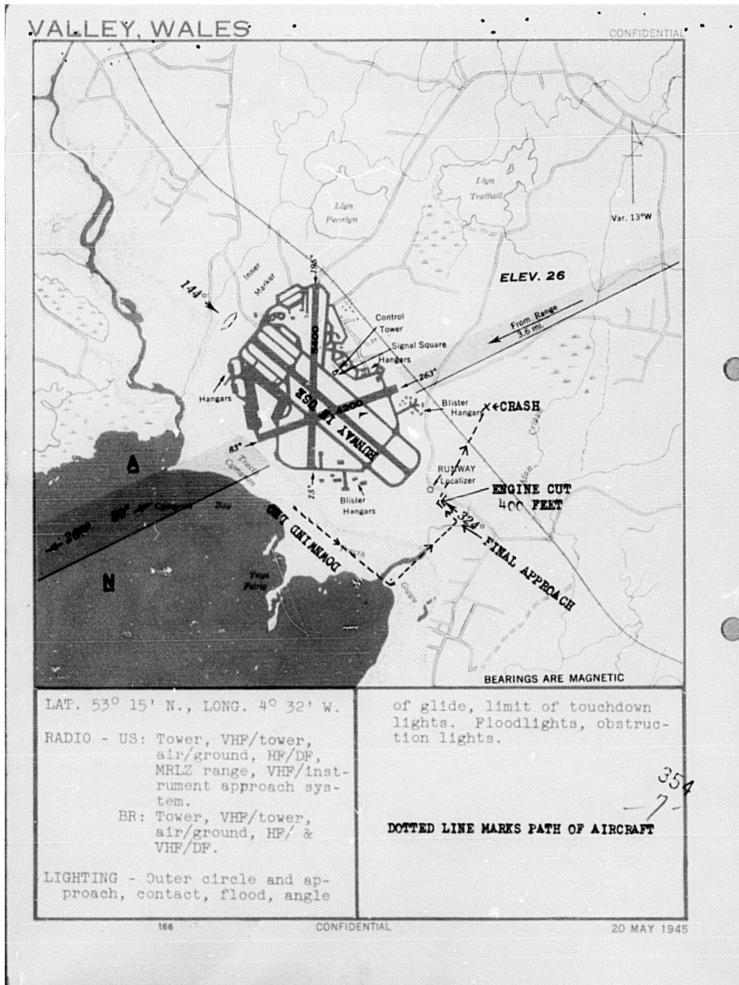
Scattered clouds (2/10) at 4000 feet, visibility 25 miles. Wind - NNW, 25 m.p.h., gusty.

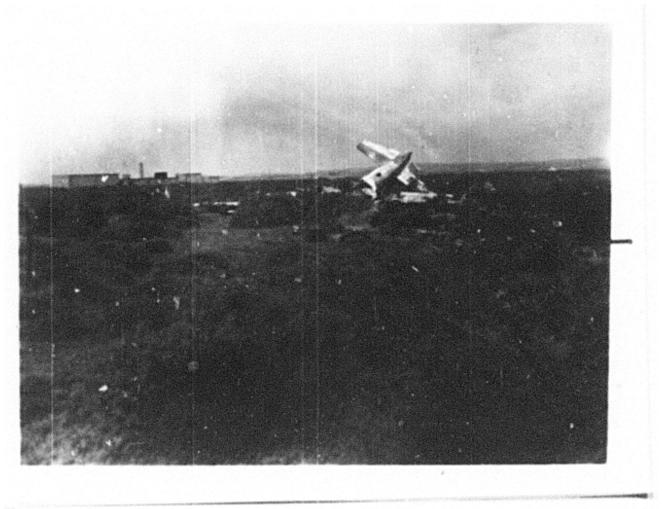
2. There was no marked change in the weather for the three hours period both preceding and following this time.

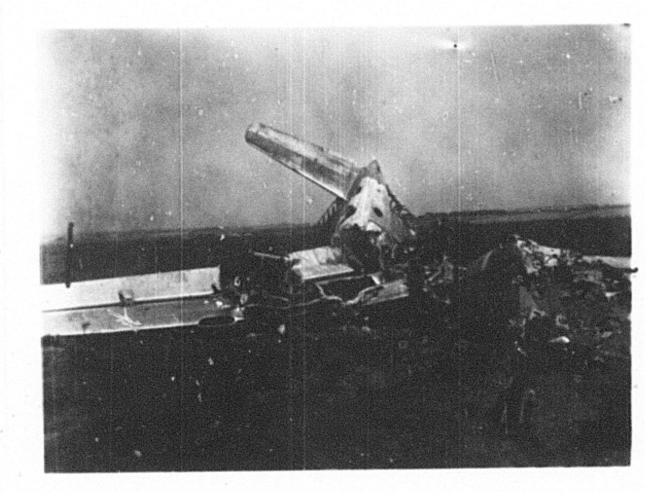
E. J. CARTWRIGHT, Major, Air Corps,

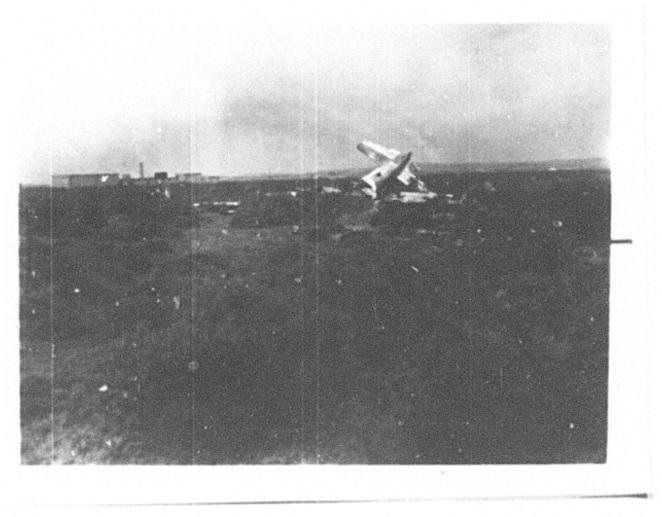
Station Weather Officer.

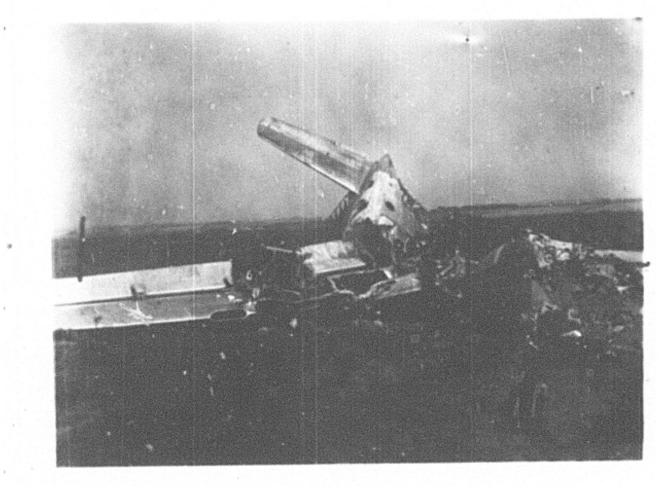
-6-

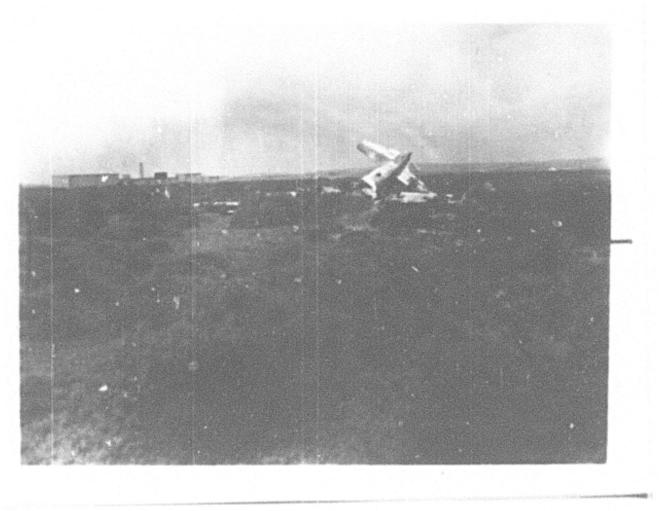


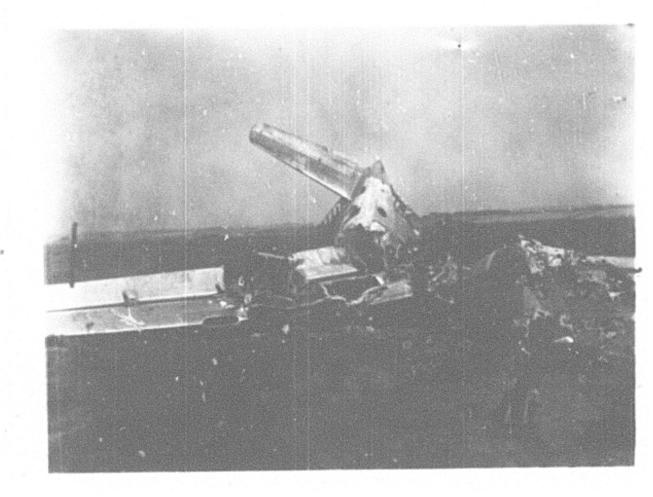












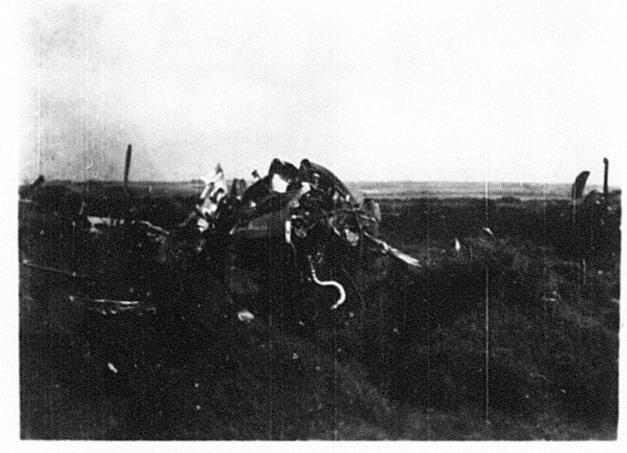












HEADQUARTERS 1407TH AAF BASE UNIT EUROPEAN DIVISION, AIR TRANSPORT COMMAND APO 741 C/O PM NEW YORK, N.Y.

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.

JOTCE C. WENT Man of last Lt., Air Corps. 2

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 CHANNEIS)
Commanding General, European Division, ATC (1400th
AAF Base Unit) APO 741, U.S. ARMY (THRU CHANNEIS)
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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HEADQUARTERS ARMY AIR FOR BRIEF OF AIRCRAFT OFFICE OF FLYING SAFETY BRIEF NO. WASHINGTON ACCIDENT 6 August 1945 17162 DATE AND TIME 1/2 mile east of ley, North Wales PLACE OF ACCIDENT A-26 (41-139412), Hos. Station A-74, Cambrai, France AIRCRAFT AND STATION Complete wreck AIRCRAFT DAMAGE 1st Lt. Xenophone A. Bennos PILOT NAME 9 AF. 344 B Gp., A-74, Cambrai, France PILOT STATION Pilot - probable major injury. PERSONNEL INVOLVED AND INJURIES Plane was in traffic pattern on base leg with gear and flaps DESCRIPTION OF ACCIDENT 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, Chambrai, France to Valley, North Wales. RESTRICTED Redeployment MISSION Scattered clouds at 4000 feet, visibility 28 miles, wind 330 WEATHER

degrees at 20 MPH.

06/22022 IN-6611 (7 Aug. 45)

Angelsey Island, Wales 5-5260, AF