REPORT OF AIRCRAFT ACCIDENT

1) Place: Bishop Lyead
2) Date: 25 June 1944
3) Time: 11:30

4) Aircraft: B-17G
5) A.F. No.: 42-29713
6) Station: AAF 130

7) Organization: 75th B.G., 8th AF
8) Group: (Command and Air Force)
9) Squadron: (Squadron)

PERSONNEL

<table>
<thead>
<tr>
<th>DUTY</th>
<th>NAME</th>
<th>RATING</th>
<th>SERIAL NO.</th>
<th>RANK</th>
<th>PERSONNEL CLASS</th>
<th>BRANCH</th>
<th>AIR FORCE OR COMMAND</th>
<th>RESULT TO PERSONNEL</th>
<th>USE OF PARACHUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2)</td>
<td>Gazzale, Jack W.</td>
<td>2nd Lt.</td>
<td>0-755554</td>
<td>AC</td>
<td>8th AF</td>
<td>None</td>
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<td>3)</td>
<td>Phillips, James R.</td>
<td>2nd Lt.</td>
<td>0-756611</td>
<td>AC</td>
<td>8th AF</td>
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<td>4)</td>
<td>Credony, Fred W.</td>
<td>2nd Lt.</td>
<td>0-752894</td>
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<td>8th AF</td>
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<td>5)</td>
<td>Hageman, Ralph R.</td>
<td>S/Sgt</td>
<td>32696767</td>
<td>AC</td>
<td>8th AF</td>
<td>None</td>
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<td>6)</td>
<td>Shenkin, Burton (NMT)</td>
<td>S/Sgt</td>
<td>32821368</td>
<td>AC</td>
<td>8th AF</td>
<td>None</td>
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<td>7)</td>
<td>Brodin, Everett (NMT)</td>
<td>S/Sgt</td>
<td>32806763</td>
<td>AC</td>
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<td>8)</td>
<td>Brandt, Willard L.</td>
<td>S/Sgt</td>
<td>32835711</td>
<td>AC</td>
<td>8th AF</td>
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<td>9)</td>
<td>Elliott, Robert F.</td>
<td>Sgt</td>
<td>32637888</td>
<td>AC</td>
<td>8th AF</td>
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<td>10)</td>
<td>Brodin, Robert L.</td>
<td>Sgt</td>
<td>32886874</td>
<td>AC</td>
<td>8th AF</td>
<td>None</td>
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</table>

PILOT CHARGED WITH ACCIDENT

<table>
<thead>
<tr>
<th>PILOT</th>
<th>RANK</th>
<th>CLASS</th>
<th>BRANCH</th>
<th>AIR FORCE OR COMMAND</th>
<th>RESULT TO PERSONNEL</th>
<th>USE OF PARACHUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gazzale, Jack W.</td>
<td>2nd Lt.</td>
<td>AC</td>
<td>8th AF</td>
<td>None</td>
<td></td>
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</tr>
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</table>

Original rating: Pilot (24) 1/10/43
Present rating: Pilot (26) 1/10/43
Instrument rating: (27) 1/4/43

ACCIDENT HOURS:
(38) This type: H-12
(39) This model: H-12G
(40) Last 90 days: 137.30
(41) Total: 137.30

AIRFOIL DAMAGE

<table>
<thead>
<tr>
<th>DAMAGE</th>
<th>( \frac{\text{Damage}}{\text{Loss of Damage}} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wings</td>
<td>W</td>
</tr>
<tr>
<td>Engine(s)</td>
<td>W</td>
</tr>
<tr>
<td>Propeller(s)</td>
<td>W</td>
</tr>
</tbody>
</table>

Weather at the time of accident:
Visibility 10 miles; 6/10 - 6/10 strato cumulus at 3000 feet; 2/10 - 3/10 alto cumulus at 8000 feet; Wind S - 13-13 MPH

Was the pilot flying on instruments at the time of accident: NO
Clearance from AAF Station 130: To AAF Station 130
Kind of clearance: Operational
Pilot's mission: Combat Mission
Nature of accident: Aircraft ran out of gas. Pilot was unable to get under the undercast; ordered crew to jump. Plane put on AAF. Crash landed when out of gas.
Cause of accident: Aircraft on AAF after crew jumped. Crash landed when ran out of fuel.

Details:

- AAF Form No. 5A not submitted.
DESCRIPTION OF ACCIDENT

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

Aircraft H2-1273 was returning from an operational mission in poor weather conditions. The Pilot was unable to locate an emergency field under the undercast and when running out of gasoline climbed back up on top all members of the crew bailing out. The aircraft flew on APCE until out of gasoline and made a crash landing in an open field.

All parachute jumps were successful. One man sustained a minor injury, a broken bone in his foot, when landing.

The accident committee contributes this accident 10% to Pilot error and 90% to weather and fuel conditions. It is believed the Pilot might possibly have found a field suitable for landing had a greater effort been made.

SIGNED

[Signature]
WILBUR D. SNOW
Investigating Officer
Major, Air Corps
A/C Accident Officer

Date 8 July 1944
It was noticed that the aircraft was using more gas than could ordinarily be expected just after we had passed thru the flak beyond the Invasion Front. All gas was transferred between that point and the target. After leaving the French Coast we knew that there was insufficient fuel to get us back to England and still stay with the formation. The Navigator plotted a course which would cut off the formation and take us as close as possible to the West Peninsula. All heavy equipment, except the guns themselves, were jettisoned and the aircraft picked up speed at the low power settings used. We passed over the coast of England at the spot and time given by the Navigator. We were heading for the auxiliary field of Langmere. The Radio man could not receive fixes on Liaison because of so many SGs's being broadcast at the time. The "G" Box went out as did the Radio Compass. All attempts to use Darky Stations were of no use because of other planes calling and very poor reception. We finally received clearance to let down to 2000 feet by a station I believe to be "Potpourri". At 2000 feet there was no break in the overcast and we had lost contact by Command Radio. We went back over the channel and let down until we could see the water which was somewhere between 500 and 800 feet. We then headed inland again in hope of being able to spot an airfield or some spot to crash-land. We were flying so low that some of the hills were obscured in the clouds and we still could see no place to land. At this point the gas was so low that we couldn't risk flying around any longer. The aircraft was taken up to about 5000 feet, put on APCE and the crew was given orders to bail out. Just before jumping the #1 Engine was heard to sputter a few times apparently running out of gas.

All the crew bailed out successfully and the aircraft landed with no one aboard. Sgt. Willard L. Backer sustained a broken bone in the right foot as a result of the jump.

Jack W. Gazzale
2nd Lt., Air Corps
Pilot
HEADQUARTERS 457TH BOMBARDMENT GROUP (H)
Office of the Flying Control Officer
AF Station 130
U. S. Army

4 July 1944

SUBJECT: Operational Aircraft #42-102973.

TO: Operations Officer, 457th Bombardment Group (H), APO 557, U. S. Army.

1. Aircraft #42-102973 was cleared on the Group Operations "J" Form of 25 June 1944 for the operational mission of that morning.

2. 1715, 25 June 1944 Lt. Gasseles called that crew had bailed out.

3. 1720, 25 June 1944, 1st Division Flying Control called that aircraft #42-102973 crashed and burned near Zeals.

[Signature]

BARRY E. BENEDER
2nd Lt., AG.
Duty Flying Control Officer.
Photographs of accident not available due to inaccessability of scene of accident.

WILBUR D. SNOW,
Major, Air Corps,
A/C Accident Officer.