

516

Accident No. 44-6-25-516

Date 8-15-45

Checked by [Signature]

Analyzed by \_\_\_\_\_

Copied for Wright

Field by \_\_\_\_\_

Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1225:9-43

Accident No. \_\_\_\_\_

Date \_\_\_\_\_

Checked by \_\_\_\_\_

Analyzed by \_\_\_\_\_

Copied for Wright

Field by \_\_\_\_\_

Notes ~~\_\_\_\_\_~~

1225:9-43

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ACCIDENT No. 44-625-376

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

1) Place Bishop Lybeard (2) Date 25 June 1944 (3) Time 1430  
 AIRCRAFT (4) Type and model B-17G (5) A. F. No. 42-10973 (6) Station AAF 130  
 Organization: (7) 8th B.C. 8th AAF (8) 457th (9) 749th  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DOVT	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	GAZZALE, JACK W	P	0-755544	2nd Lt.	18	AC	8th AF	None	S
CP	PHELLIPS, JAMES R	CP	0-705444	2nd Lt.	18	AC	8th AF	None	S
N	OGLESBY, FRED W	N	0-712894	2nd Lt.	18	AC	8th AF	None	S
ETTC	Hipsman, Ralph R	AEG	32696765	S/Sgt	38	AC	8th AF	None	S
ROG	Chenkin, Burton (NMI)	ROG	32721216	S/Sgt	38	AC	8th AF	None	S
RWG	Broadie, Everett (NMI)	AAEG	32868749	S/Sgt	38	AC	8th AF	None	S
LWG	Becker, Willard L	AROG	39325711	S/Sgt	38	AC	8th AF	None	S
RTG	Ehlert, Robert F	AG	36637880	S/Sgt	38	AC	8th AF	None	S
TG	Broadie, Robert L	AAG	32868644	Sgt	38	AC	8th AF	None	S

PILOT CHARGED WITH ACCIDENT

(20) GAZZALE, JACK (21) 0-755544 (22) 2nd Lt. (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 8th B.C. 8th AF (26) 457th (27) 748th (28) AAF 130  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 8th B.C. 8th AF (30) 457th (31) 748th (32) AAF 130  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 1/10/43 Present rating (35) Pilot (36) 1/10/43 Instrument rating (37) 4/4/44  
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST FLYING HOURS:

(at the time of this accident)  
 (38) This type B-17 136:15 (42) Instrument time last 6 months 7:00  
 (39) This model B-17G 57:45 (43) Instrument time last 30 days 0:00  
 (40) Last 90 days 82:40 (44) Night time last 6 months 42:10  
 (41) Total 137:30 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	Underside fuselage, nose section.
(47) Engine(s)	All four destroyed.
(48) Propeller(s)	All four destroyed.

(49) Weather at the time of accident Visibility 10 miles, 4/10 - 6/10 strato cumulus at 3000 feet, 2/10 - 3/10 alto cumulus at 8000 feet. Wind S - 13-18 MPH.

(51) Was the pilot flying on instruments at the time of accident NO  
 (52) Cleared from AAF Station 130 (53) To AAF Station 130 (54) Kind of clearance Operational

(55) Pilot's mission Combat Mission

(56) Nature of accident Aircraft ran out of gas. Pilot was unable to get under the undercast, ordered crew to jump. Plane put on AFCE. Crash landed when out of gas.

(57) Cause of accident Aircraft on AFCE after crew jumped. Crash landed when ran out of fuel.

(58) AAF Form No. 54 not submitted.

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DESCRIPTION OF ACCIDENT

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

Aircraft 42-10973 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 AFCE 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.

*George A. Beebe*  
GEORGE A. BEEBE,  
Major, Air Corps,  
A/C Accident Committee.

*Theodore C. Hoffman*  
THEODORE C. HOFFMAN,  
Major, Air Corps,  
A/C Accident Committee.

Signature *Wilbur D. Snow*  
WILBUR D. SNOW, (Investigating Officer)  
Major, Air Corps,  
A/C Accident Officer.

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Date 2 July 1944.

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STATEMENT

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 Brest 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 SOS'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 "Potpurry". 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 AFCE and the crew was given orders to bail out. Just before jumping the # 4 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. Becker sustained a broken bone in the right foot as a result of the jump.

*Jack W. Gazzale 2nd Lt. AC.*

JACK W. GAZZALE,  
2nd Lt., Air Corps,  
Pilot.

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HEADQUARTERS 457TH BOMBARDMENT GROUP (H)  
Office of the Flying Control Officer  
AAF 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. Gazzales 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.

*Harry E. Bender*  
HARRY E. BENDER,  
2nd Lt., AC,  
Duty Flying Control Officer.

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Photographs of accident not available due to inaccessability of scene of accident.

*Wilbur D. Snow*

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

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