WAR DEPARTMENT
AAF Form No. 14
(Revised May 15, 1942)

WAR DEPARTMENT
AAF STATION 170
U. S. ARMY AIR FORCES

ACCIDENT No. 1

REPORT OF AIRCRAFT ACCIDENT

(1) Place 2 miles East of AAF Station 170 (2) Date 12 August 1944 (3) Time 2230

AIRCRAFT: (4) Type and model A-20G-25 (5) A. F. No. 43-9227 (6) Station AAF Station 170

Organization: (7) IX BC-Ninth AF (Command and Air Force) (8) 416 Bomb (L) (Group) (9) 670 Bomb (L) (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	Sperling, Joseph R.	Pilot	O-800605	2nd Lt.	01	AC	Ninth AF	Minor 2	None
G	Brayn, Marvin R.	Gunner	[illegible]	S/Sgt	18	AC	Ninth AF	Major 3	None
G	Shaw, Elvin L.	Gunner	39206434	A/Sgt	18	AC	Ninth AF	Major 3	None

RECEIVED
ADJUTANT GENERAL'S
ARMY AIR FORCES
SEP 4 1944
MAIL & RECORDS BRANCH

PERSONNEL INVOLVED

(20) Sperling, (Last name) Joseph (First name) R (Middle initial) (21) O-800605 (Serial number) (22) 2nd Lt. (Rank) (23) 01 (Personnel class) (24) AC (Branch)

Assigned (25) IX BC-Ninth AF (Command and Air Force) (26) 416 Bomb (L) (Group) (27) 670 Bomb (L) (Squadron) (28) AAF Station 170 (Station)

Attached for flying (29) - (Command and Air Force) (30) - (Group) (31) - (Squadron) (32) - (Station)

Original rating (33) Pilot (Rating) (34) 3/25/43 (Date) Present rating (35) Pilot (Rating) (36) 3/25/43 (Date) Instrument rating (37) 12/13/43 (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	A-20	271:15	(42) Instrument time last 6 months		10:45
(39) This model	~~A-20G~~	~~152:45~~	(43) Instrument time last 30 days		4:55
(40) Last 90 days		88:55	(44) Night time last 6 months		5:25
(41) Total		560:50	(45) Night time last 30 days		3:25

AIRCRAFT DAMAGE

Fire Orm 9-8

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	WS				Complete wreck
(47) Engine(s)	WS	S			
(48) Propeller(s)	WS	S			

(50) Weather at the time of accident 1/10 clouds at 4500 feet. Visibility 8 miles.

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from AAF Station 170 (53) To AAF Station 170 (54) Kind of clearance Operational

(55) Pilot's mission Combat 05

(56) Nature of accident Crash Landing 05

(57) Cause of accident Engine failure at low altitude resulting from lack of gasoline.

(58) Has the Form 54 been submitted? No.

RESTRICTED

16-28757-1

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Returning to base from a combat mission about 2230 on 12 August 1944, 2nd Lt. J.R. Sparling was circling the field in formation when he noticed his fue l supply was low. He left the formation in prep aration for an immediate landing. However, as he dropped his wheels and began his turn to the field his right fuel pressure drop ped and right engine cut out. He was unable to start his engine; he was losing altitude in spite of the fact that he was using maximum power on his good en gine. Consequently, he picked a small field and attempted a crash landing. On his approach he hit a haystack, a tree, two telephone poles, and then slid across a field into a hedgerow. The plane was broken up and caught fire.

RESPONSIBILITY:

Investigation disclosed that the only apparent cause of failure was lack of fuel.

RECOMMENDATIONS:

1. That pilots should be cautioned not to make steep turns when their gas supply is low.

2. That any single engine flight or crash landing away from an airdrome should be made with landing gear retracted.

INCLOSURES: 6

Inclosure #1 - Statement of Pilot
Inclosure #2 - Statement of Witness
Inclosure #3 - Statement of Technical Inspector
Inclosure #4 - Statement of Engineering Officer
Inclosure #5 - Statemen t of Crew Chief
Inclosure #6 - Photographs

APPROVED:

Theodore R. Aylesworth

THEODORE R. AYLESWORTH,
Lt.Colonel, Air Corps,
Commanding.

Signed: William J. Meng
(Investigating Officer)
WILLIAM J. MENG, Major, Air Corps,
KENNETH M. RONEY, Major, Air Corps.
RICHARD F. SHAFFER, 1st Lt., A.C.

Date 15 August 1944

U. S. GOVERNMENT PRINTING OFFICE 16—28757-1

RESTRICTED

13 August 1944

STATEMENT

I was returning to base from a mission on 12 August 1944, about 2230 and gas was running fairly low. My # 1, 2 and 5 tanks were blinking the red light. I had approximately 60 gallons in each inboard tank, that is # 3 and 4 and turned the cross-feed on. I turned to # 3 and 4 just prior to coming over the field and figured I would have enough gas to stay with the formation during landing procedure. Just prior to my flight going into echelon for landing procedure # 3 tank red light flashed on. I immediately left the formation and called the tower that I was low on gas and was coming into land with right hand traffic. I turned to the field and cut a short pattern dropping my wheels just prior to turning on the base leg, as I started to turn on the final approach my flaps were almost down and I had approximately 500 feet altitude. At this time my right engine cut and the fuel pressure dropped off on my right engine, I switched to # 2 tank and straightened out on my turn. The right engine did not catch back up and I was losing altitude with full throttle and prop pitch on the left engine. I was losig altitude steadily and trying to pick a field to crash land as I was afraid to turn into my bad engine toward the field. About 30 feet from the ground I dodged two poles or trees, I'm not sure which and then slowed it down for a crash landing straight ahead.

/s/ Joseph R. Sparling,
JOSEPH R. SPARLING,
2nd Lt., Air Corps.

(THIS IS A TRUE COPY)

Hiram Conant
HIRAM F. CONANT,
Captain, Air Corps,
Operations Officer.

Incl. #1.

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STATEMENT

The following is a statement, stated by MR. C.W. EMMETT concerning crash of A-20G-25 NO 43-9227, piloted by 2nd Lt. JOSEPH R. SPARLING.

The undersigned in company with MR. B.L. HENDERSON, and MR. A. POTTER Were en route from Heddingham to Wethersfield on the night of August 12, 1944. At exactly 1015 we ran into telegraph wires which had fallen across the road, and at the same instance saw fire in the field adjacent to road. It was immediately determined that cause of fire was crashed A/C. Leaving our car we approached the scene, where we heard the moaning of someone in pain. On crew member was attempting to drag one of his comrads clear of the crash. The pilot was standing close by in a complete daze. The undersigned gave assistance in dragging the wounded man clear of the crash. It was the opinion of the undersigned that the wounded mans' back was seriously injured, and that he should not be moved by inexperinced hands more than necessary for safety. The uninjured crew member (gunner) gave injured man a shot of morphine.

It was then decided to leave crew members at crash, and take pilot to his station. During this interval of time ammunition was exploding frequently. Taking the pilot we traveled to Mushroom Farm, where we attempted to make a call, but communication was out due to crash. We later called Station Hospital by phone at NO. "2" petrol installation. We then took pilot to Station Hospital, arriving there at approxmately 1040. We led the hospital ambulance back to Mushroom Farm, from which point they could see the crash illuminated by flame. They proceeded to crash followed by us.

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Upon reaching the crash, we found that an ambulence, and crash tender from Station 170 had already arrived at the scene.

C W Emmett

C. W EMMETT
MG & CO
(Public Works)
BROAD FARM
WEATHERSFIELD

Encl. #2.

RESTRICTED

S-T-A-T-E-M-E-N-T 14 August 1944

Upon examination of A-20G-25 aircraft, AAF serial No 43-9227, which crashed at approximately 2200, 12 August 1944, the following facts were revealed:

1. Both throttle controls were in wide open position.
2. Both mixture controls were in emergency rich position.
3. Both propeller controls were in cruising position.
4. Supercharger controls were in "Low" blower position.
5. Carburetor air controls were in "Cold" position.
6. Landing gear control was in "Down" position.
7. Rear fuel selector valve control was on No 3 "Main" position.
8. Front fuel selector valve control could not be found.
9. Right outboard wing tank contained about 1/4 inch of gas.
10. Right inboard wing tank contained about 5 inches of gas. (Estimated quantity--less than 10 gallons)
11. Wing flaps were in "Up" position.
12. Both engine switches and master ignition switch were "On".
13. Fuselage tanks and both left wing tanks were burned.

Kenneth Roney

KENNETH T. RONEY,
Major, Air Corps,
Technical Inspector,
Hq, 416th Bomb Group (L).

RESTRICTED

Encl. #3.

RESTRICTED

13 August 1944

STATEMENT

Airplane A-20G-25 NO. A.A.F. No. 43-9227 which crashed landed 12 August 1944 because of fuel shortage was in the opinion of this officer in safe mechanical condition.

prior to take-off on its last flight, subject aircraft had a total time of 369 hours of which approximately 230 hours were operational hours.

The average fuel consumption for the last 38 hours was 130 gallons per hour and oil consumption was well within the normal limits for both engines.

Subject aircraft was given a 50 hour inspection at he 355th hour and all discrepancies were corrected at this time with the exceptions which are shown on the AAF from 1A/

/s/ Robert J. Kehres
ROBERT J. KEHRES,
Captain, Air Corps,
Engineering Officer.

(THIS IS A TRUE COPY)

Robert O. Gruetzmacher
ROBERT O. GRUETZMACHER,
1st Lt., Air Corps,
Asst. Operations Officer.

RESTRICTED

Incl #4

RESTRICTED

13 August 1944

STATEMENT

Airplane A-20G-25DO A.A.F. No. 43-9227 was received by this Squadron 11 February 1944.

Subject aircraft crashed 12 August 1944, due to lack of fuel on a combat operational mission of approximately four hours. All gas tanks were toped off, after regular preflight inspection. Total fuel capacity was 732 gallons. The preflight and daily inspections were pulled on the morning of 12 August 1944.

Subject aircraft crashed on the 372,40 flying hour. It was the 74th operational mission without an abortion.

The fuel dump valves were changed on the 351st flying hour, which was the only gas leak noted on any previous inspection.

I have no doubt that this airplane was in perfect cadition, prior to take-off on subject mission.

/s/ Jameson Risser
JAMESON RISSER,
T/Sgt., Crew Chief.

(THIS IS A TRUE COPY)

HIRAM F. CONANT,
Captain, Air Corps,
Operations Officer.

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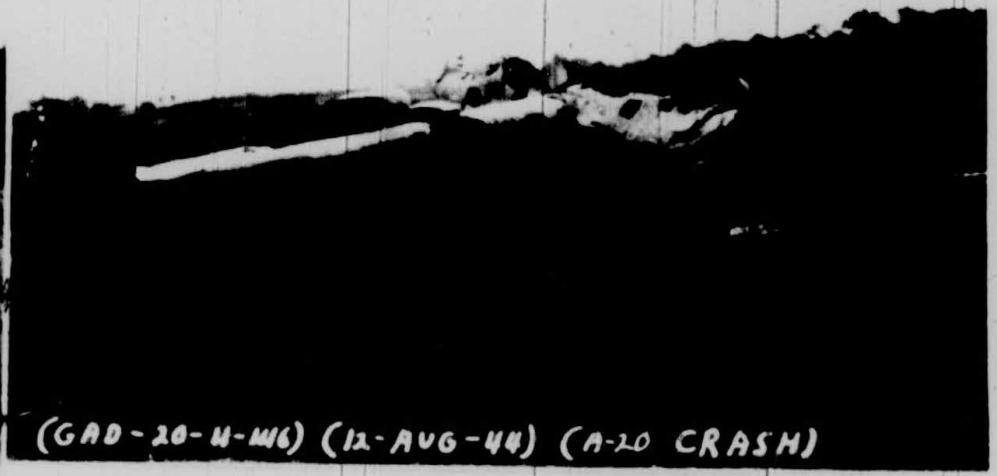
Incl. #5.



(GAD-20-3-W6) (12-AUG-44) (A-20 CRASH)







(GAD-20-4-W6) (12-AUG-44) (A-20 CRASH)

HEADQUARTERS
IX BOMBER COMMAND

E-J-1

APO 140, U.S. Army
20 August 1944

360.33

SUBJECT: Aircraft Accident.

TO : Commanding General, Ninth Air Force (Rear), APO 696, U.S. Army.

WD AAF Form 14 concerning aircraft A-20G35 No. 43-9227 submitted herewith in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 22 March 1944.

For the Commanding General:

RICHARD C. SANDERS,
Brig. Gen., U.S.A.
Chief of Staff.

7 Incls:
Incl 1 - Form 14 (in trip)
Incl 2 - Statement of Pilot (in trip)
Incl 3 - Statement of Mr. C . W. Emmett (civilian)(in trip)
Incl 4 - Statement of Technical Inspector (in trip)
Incl 5 - Statement of Engineering Officer (in trip)
Incl 6 - Statement of Crew Chief (in trip)
Incl 7 - Four photographs (in trip)

23 AUG 1944

360.33 1st Ind E-I
HEADQUARTERS, NINTH AIR FORCE (REAR), APO 696, U S ARMY, 29 AUGUST 1944.

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report of aircraft accident committee approved.

For the Commanding General:

HAROLD L. CARTER
Lt. Colonel, A.G.D
Asst. Adj. General

7 Incls: n/c (2 cys ea w/d)

3139

Accident No. 45-2-10-53

Date

Checked by [illegible] 9-7-44

Analyzed by Omw

Copied for Wright Field by

Notes

1225:9-43

513

GENERAL SERVICES ADMINISTRATION

NATIONAL ARCHIVES AND RECORDS SERVICES

WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR. 5200.9, Sept. 27, 1958
NWD by _____ date April 16, 1959

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SECURITY AND SERVICES BRANCH

AGO MICROFILMING JOB NR D-482-1

GENERAL SERVICES ADMINISTRATION

MICROPHOTOGRAPHER'S REPORT

1. RECORDS OF *(Name of agency and sub-division)*	2. BRIEF TITLE OF RECORDS	
		3. FILM SERIES OR JOB NO. D 482-9 / 4. REEL NO. 355

5. STARTS WITH

45-8-10-506

6. INTERMEDIATE POINTS

FLASH —

2

3

4

5

6

7. ENDS WITH

45-8-13-11

8. STARTED		9. FINISHED		10. TOTAL HOURS	11. TOTAL IMAGES
DATE	HOUR	DATE	HOUR		
4-20-60	9:30	4-20-60	4:15		2486

12. PHOTOGRAPHED BY *(Signature of camera operator)*

Pauline R. Fahring

13. REPORT APPROVED BY *(Signature of supervisor and date)*

GSA-WASH DC 51-8609

THIS PAGE IS DECLASSIFIED IAW EO 13526

GSA FORM 995
June 1951