

Accident No. 45-1170-523

Date

12-22-45

Checked by

[Signature]

Analyzed by

[Signature]

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Field by

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Notes

3985: 10-440FS

**RESTRICTED**

ACCIDENT NO. 45-11-10-322

WAR DEPARTMENT  
STATION A-55  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place 3 miles south Fontaine Bleau, France (2) Date 10 November 1944 (3) Time 1550  
 AIRCRAFT: (4) Type and model A-20K-15 (5) A. F. No. 44-565 (6) Station Station A-55  
 Organization: (7) 9th ED-Ninth AF (8) 416 Bomb (L) (9) 668 Bomb (L)  
 (Command and Air Force) (Group) (Squadron)

**PERSONNEL**

DUTY	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)
F	Miles, Richard G.	Pilot	0-766020	2nd Lt.	18	AC	Ninth AF	Fatal	None
B/N	Kelley, William G.	B/N	0-722723	2nd Lt.	18	AC	Ninth AF	Fatal	None
G	Morrissey, Terrace F.	Gunner	31356271	Cpl	38	AC	Ninth AF	Fatal	None
G	Fepe, Samuel A.	Gunner	42001714	Cpl	38	AC	Ninth AF	Fatal	None

(20) Miles, Richard G. (21) 0-766020 (22) 2nd Lt. (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 9th ED-Ninth AF (26) 416 Bomb (L) (27) 668 Bomb (L) (28) Station A-55  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) - (30) - (31) - (32) -  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 2/8/44 Present rating (35) Pilot (36) 2/8/44 Instrument rating (37) 10/8/44  
 (Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type A-20 151:10 (42) Instrument time last 6 months 9:50  
 (39) This model A-20K 1:00 (43) Instrument time last 30 days 0:00  
 (40) Last 90 days 116:05 (44) Night time last 6 months -  
 (41) Total 440:50 (45) Night time last 30 days -

**AIRCRAFT DAMAGE**

F-OR-1-bomb

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W H</u>	Complete Loss
(47) Engine(s) <u>W H</u>	Complete Loss
(48) Propeller(s) <u>W H</u>	Complete Loss

(50) Weather at the time of accident Thin overcast at 3,000 feet. Visibility 4-5 miles.  
 (51) Was the pilot flying on instruments at the time of accident Undetermined  
 (52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance Contact  
 (55) Pilot's mission Practice Bombing Mission  
 (56) Nature of accident Spin without engine failure (Based on Inclosures - 1,2, and 3.)  
 (57) Cause of accident Undetermined  
 (58) Has the AAF Form 54 been submitted? NO

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On November 10, 1944 at 1430 Lt. Miles took off in A-20K #44-565 for a practice bombing mission at Arbonne Bombing Range. At 1550 he was seen breaking through a thin overcast which was at 3,000 feet. When attention was first attracted it was the sound of racing engines that caused the two Liaison pilots and artillery observer (statements inclosed) to look up. They saw the airplane coming through the overcast in a violent unconventional spin, (possibly inverted). Soon after, the plane struck the ground inverted and was demolished.

No one was seen to attempt to leave the airplane although Cpl Pepe, tunnel gunner, was found five hundred yards from the crash. He was in a line perpendicular to the longitudinal axis of the plane. He had his chest type parachute harness on, but no chute pack. He was evidently thrown clear during the spin before contact with the ground.

The liaison pilots report both engines running normally and being gunned to attempt spin recovery, and further no parts were seen falling from the plane.

It is the opinion of the Committee that Lt. Miles might possibly have been in an inverted spin.

RESPONSIBILITY:

Undetermined. Sufficient evidence not available to place responsibility.

RECOMMENDATIONS:

Service tests in this type aircraft have proved that in an inverted spin, recovery can be effected only by lowering the landing gear.

INCLOSURES: 7

- Inclosure #1 - Statement of Witness.
- Inclosure #2 - Statement of Witness.
- Inclosure #3 - Statement of Witness.
- Inclosure #4 - Statement of Engineering Officer.
- Inclosure #5 - Statement of Crew Chief.
- Inclosure #6 - Photographs.
- Inclosure #7 - Photographs.

APPROVED:

*Theodore R. Aylesworth*  
THEODORE R. AYLESWORTH,  
Colonel, Air Corps,  
Commanding.

Signature

*William J. Meigs*  
WILLIAM J. MEIGS, Lt. Col., Air Corps.

*Robert A. Clark*  
ROBERT A. CLARK, Major, Air Corps.

*Richard F. Shaffer*  
RICHARD F. SHAFFER, Capt., A.C.

Date 15 November 1944.

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HEADQUARTERS BATTERY  
115TH FIELD ARTILLERY BATTALION  
APO 545, U.S. ARMY

11 November 1944

S T A T E M E N T

At approximately 1550 hours 10 November 1944, my attention was attracted by the sound of a heavy aircraft engines racing. As soon as I could get to the door of the maintenance tent the pilot of the aircraft gunned his motors once more and at the same time I picked him up as he came through the lower cloud deck.

The aircraft seemed to be in an unconventional type spin, revolving around an axis well back toward the middle of the plane. During part of a turn the plane would be in a normal spin attitude and for the remainder would be on its back.

All control surfaces appeared to be in place and no debris was seen falling with the aircraft.

/s/ Payton E. Scheppe  
/t/ PAYTON E. SCHEPPE  
1st Lt. F.A.  
Liaison Pilot

A TRUE COPY:

*Robert A. Clark*  
ROBERT A. CLARK,  
Major, Air Corps.

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HEADQUARTERS BATTERY  
115TH FIELD ARTILLERY BATTALION  
APO 545 U.S. ARMY

11 November 1944

S T A T E M E N T

On or about 1550 hours, 10 November 1944, Lt. Smalley, Lt. Scheppe and I were inside the maintenance tent at the En air strip when I heard an unusual roaring of powerful airplane engines. Lt. Smalley stepped to the door and said "Look". When I looked out I saw a twin engined bomber immerge from a cloud layer in a tight fast spin. We watched until it passed out of sight over the crest of a ridge. On realizing that it was going to crash I looked to see if anyone was bailing out. There was no evidence of flying debris nor of anyone jumping.

Then Lt. Scheppe and I drove to the scene of the crash while Lt. Smalley flew over it and marked the spot for us. On arrival there we found the wreckage still burning. It was apparent that none of the occupants could have survived the crash.

/s/ James D. Parks  
/t/ JAMES D. PARKS  
Capt FA

A TRUE COPY:

*Robert A. Clark*  
ROBERT A. CLARK,  
Major, Air Corps.

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HEADQUARTERS BATTERY  
115TH FIELD ARTILLERY BATTALION  
APO 545 U.S. ARMY

11 November 1944

S T A T E M E N T

About 1550 hours on 10 November 1944, my attention was attracted by the intermittent racing of an airplane engine. I was inside a tent at the time but immediately stepped out into the open. The aircraft was in a spin and just coming out of the clouds which were at approximately 3000 feet.

The aircraft was an A-20 and both engines were apparently running. The attitude of the plane did not appear to be that of plane in a conventional spin. The plane crashed in a wooded area approximately one mile from my position and immediately started burning.

The pilot was intermittently racing the engines up to the time of the crash. From all appearances the plane was intact. The descent was very fast.

/s/ Frederick H. Smalley  
/t/ FREDERICK H. SMALLEY  
1st Lt. F.A.  
Liaison Pilot

A TRUE COPY:

*Robert A. Clark*  
ROBERT A. CLARK,  
Major, Air Corps.

RESTRICTED

10 November 1944

S T A T E M E N T

I have made a thorough investigation and determined that all possible precautions had been taken to fit Airplane A-20K A.A.F. No. 44-565 for safe flight prior to take off and no mechanical defects existed other than those shown on the A .A.F. form 1A.

*Arnold A. Harrison*  
ARNOLD A. HARRISON,  
Captain, Air Corps,  
Engineering Officer.

10 November 1944

S T A T E M E N T

I hereby certify that all necessary inspections and maintenance had been performed and all defects were properly shown on A.A.F. form 1A prior to last flight of Airplane A-20K A.A.F. No. 44-565. The pilot reported no defects on the previous flight.

*William M Boykin*  
William M. Boykin,  
ASN 34139639  
Sergeant, Crew Chief.





(GAD-31-7-216)(11-Nov-44) A-20-6 Pine Crest

(GAD-31-8-45)(11-Nov-44) A-20-6 Pine Crest

Incl. 6.



(GAD-31-6-46)(11-Nov-44)



(GAD-31-7-21)(11-Nov-44) A-20-6 Pine Crest

Incl. 6.



(GAD-31-8-46)(11-Nov-44) A-20-6 Pine Crest



(GAD-31-6-46)(11-Nov-44)



(GAD-31-7-21)(11-Nov-44) A-20-K Pine Creek

Incl. 6.



(GAD-31-8-46)(11-Nov-44) A-20-K Pine Creek





(CAD 31-3-416) (11-Nov-44) A-20-A plane crash



(GAD-31-2-416) (11-Nov-44) A-20-A plane crash

Incl. 7





(GAD 31-3-416) (11-Nov-44) A-20-K plane crash



(GAD-31-2-416) (11-Nov-44) A-20-K plane crash

Sheet 7



H E A D Q U A R T E R S  
416TH BOMBARDMENT GROUP (L)  
Office of the Commanding Officer

APO 140, U.S. Army,  
15 November 1944.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Bombardment Division (M),  
APO 140, U.S. Army.

Transmitted herewith is the AAF Form 14 and inclosures (in quadruplicate) on aircraft accident of Lt. Richard C. Miles in aircraft number 44-565, A-20K-15, 10 November 1944.

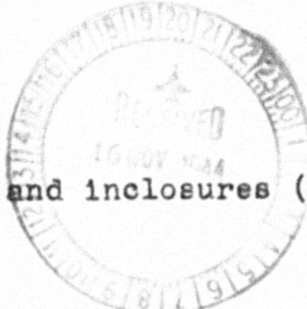
For the Commanding Officer:

*George Schenkein*  
GEORGE SCHENKEIN,  
Captain, Air Corps,  
Adjutant.

360.33

Inclosures:

AAF Form 14 and inclosures (in quadruplicate).



360.33

1st Ind.

E-J-2

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. Army, 27 November 1944.

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 22 March 1944.

For the Commanding General:

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

7 Incls:

1 cy ea w/d

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2nd Ind.

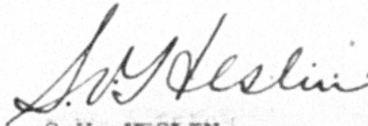
E-OSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 4 DEC 1944.

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

Report and recommendation of Aircraft Accident committee approved.

For the Commanding General:

S.V. HESLIN,  
Major, A.G.D.,  
Ass't Adj. Gen.

## 8 Incls:

- Incl 1- AAF Form 14
- Incl 2- Statement of Witness
- Incl 3- Statement of Witness
- Incl 4- Statement of Witness.
- Incl 5- Statement of Engineering Officer
- Incl 6- Statement of Crew Chief
- Incl 7- Photographs
- Incl 8- Photographs

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