

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

CANNON, Lovick E

A-26B

45-2-9-525

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Photo, Capt. Bach

4/2

1/2

Accident No. 15-27-52.5

Date

Checked by J.M. 3-26-45

Analyzed by 222 3/26/45

Copied for Wright
Field by _____

Notes Captain Bache

Attention 3 May 45
606

3989:10-44 FS

RESTRICTED

ACCIDENT NO. _____

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

REPORT OF AIRCRAFT ACCIDENT

(1) Place 6 miles SW of Sittard, Holland (2) Date 9 February 1945 (3) Time 1525
AIRCRAFT: (4) Type and model A-26B-25 (5) A. F. No. 41-39321 (6) Station A-55
Organization: (7) 9th BD-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)
P	Cannon, Lovick E.	Pilot	0-562680	1st Lt.	18	AC	Ninth AF	None	None
G	Robinson, J.W.	Gunner	38566394	S/Sgt	38	AC	Ninth AF	None	None

(20) Cannon Lovick E. (31) 0-562680 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9th BD-Ninth AF (26) 416 Bomb (L) (27) 668 Bomb (L) (28) 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) 8/30/42 Present rating (35) Pilot (36) 8/30/42 Instrument rating (37) -
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 53:15 (42) Instrument time last 6 months -
(39) This model A-26B 53:15 (43) Instrument time last 30 days -
(40) Last 90 days 58:45 (44) Night time last 6 months -
(41) Total 697:20 (45) Night time last 30 days -

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>0</u>	Underside of fuselage, both engine nacelles, lower
(47) Engine(s) <u>0</u> <u>0</u>	Sudden stoppage both engines turret
(48) Propeller(s) <u>0</u> <u>0</u>	Both props bent

(50) Weather at the time of accident 8-10/10 clouds up to 10,000 feet. Visibility unlimited above.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance Operational

(55) Pilot's mission Combat

(56) Nature of accident Landing accident. Forced landing due to shortage of gasoline.

(57) Cause of accident Failure of existing Homing facilities to properly assist pilot in reaching an available airfield.

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

RESTRICTED

REPORT OF AIRCRAFT ACCIDENT

(3) Time 1525

(6) Station ----- 55

(9) 668 Bomb (L) •
(Squad)

(Command and Air Force)

(Group)

(Squadron)

PERSONNEL

AIRCRAFT DAMAGE

(58) Has the Form 54 been submitted? No. 81 CDF

RESTRICTED

RESTRICTED

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On 9 February 1945, Lt. Cannon was returning from an operational mission in aircraft A-26B-25, A.F. No. 41-39931. Because of a shortage of gasoline he found it necessary to make a landing short of his home base. He was wingman and was uncertain of his position. Consequently, he called "Roselee", the emergency homing facilities which had been designated for that mission, and requested aid in locating an available airfield. However, "Roselee" informed him that they could not assist him, and instructed him to contact other homing facilities. After unsuccessful efforts to contact both "Sweepstakes" and "Parade" he again contacted "Roselee". He told them that he would need immediate aid. He was then directed to an airstrip which was under construction and unserviceable. He again called "Roselee", informed them that he could not land at the airfield designated, and again requested immediate aid. When he was told that he would have to stand by, he decided that it would be necessary to make a wheels up landing in an open field.

RESPONSIBILITY:

Failure of existing Homing facilities to properly assist pilot in finding an available airfield.

RECOMMENDATIONS:

If emergency homing stations do not have facilities for properly homing an aircraft, they should not be designated as emergency facilities for an operational mission. If the homing station did have these facilities available, an aircraft was lost through pure negligence. Combat pilots must be able to depend upon designated emergency facilities.

INCLOSURES: 4

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Engineering Officer.
- Incl. #4 - Statement of Crew Chief.

APPROVED:

Theodore R. Ayresworth
THEODORE R. AYRESWORTH,
Colonel, Air Corps,
Commanding.

806

Signature

Richard F. Shafer
(Investigating Officer)
RICHARD F. SHAFER,
Capt., Air Corps,
Investigating Officer.

Date 18 February 1945.

RESTRICTED

RESTRICTED

9 february 1945

STATEMENT

On 9 February 1945 I was pilot of an A-26 aircraft, AAF No 41-39331 and made a wheels up landing in a plowed field near Beek, Holland. The cause of this emergency landing was lack of fuel and inability to get a suitable air strip by homing facilities.

Upon reaching 10,000 feet, I had to go into High Power in order to stay in formation. My rpm ranged from 2300 to 2400 and my manifold pressure was 43 to 46 inches. I realized that I would run very short of fuel but elected to go in on the target and then get a homing from Roselee on "C" channel. I had my gunner check for gas siphoning continually and there was no evidence that this condition existed. Both engines were throwing a small amount of oil.

Five minutes past "Time over Target" and with 40 gallons in my main tanks, I pulled out of formation and dropped my bombs. Upon dropping my bombs, I turned to a heading of 270 degrees and called Roselee on C channel. I estimate the time of this call at 1500 hours. Upon establishing contact with Roselee, I was told to contact Sweepstakes on channel C. I could not contact Sweepstakes and tried to contact Parade on D and then on B. At this time I had let down from 12000 feet to 9000 feet and I called Roselee once more and told them that I could not contact Sweepstakes or Parade and stressed my need for a field. Roselee informed me to stand by for a few minutes. Waiting for 2 or 3 minutes, I called Roselee again and this time they gave me a heading to a field which was incomplete. I told them that I needed another field and that my gas was almost gone and they told me to stand by again. The time was then 1525 and I told them that if they could not give me a field immediately I would have to crash land. No answer received, I called them and said that I had picked a field and would crash land there. Roselee acknowledged my message and asked for another long count. This given, they said "Roger, out."

My switches were cut prior to landing and I held the nose off as long as possible. There was visible damage to both props, the rear fairing on the left nacelle, the lower turret and periscope. There was no evidence of wrinkles in the fuselage or wings. There was minor flak damage to the wings.

Neither me nor my gunner sustained any injuries in the landing.

Lovick E. Cannon
LOVICK E. CANNON.
1st Lt., Air Corps.

800

-2-

RESTRICTED

Incl #2

RESTRICTED

9 February 1945

S T A T E M E N T

I was gunner on A-26B-25, AAF No. 41-39331, piloted by 1st Lt Lovick E. Cannon. We were on a combat mission and about halfway to the bomb line the pilot called and told me we would have to land and refuel on the return trip. While after crossing the bomb line the pilot called and told me to salvo the bombs when he pulled out of formation. I did so, then we started back, as we neared the bomb line we were almost out of fuel. Both of us were looking for a field to land on but neither of us saw one. As the engines began showing signs of running out of fuel the pilot called me and told me to brace for a landing. I did as I was told, when I first felt the ship touch the ground I salved my escape hatch. When the ship had stopped I climbed out. The pilot got out of the ship about the same time I did. Neither the pilot or myself were hurt.

J. W. Robinson
J. W. Robinson,
S/Sgt., Gunner.

- 3 -

.506

RESTRICTED

Incl # 3

RESTRICTED

9 February 1945

S T A T E M E N T

I made a thorough investigation and determined that all possible precautions had been taken to fit this aircraft, A-26B-25, AAF No. 41-39331 for safe flight prior to take-off and no mechanical defects existed other than those shown on the AAF Form 1A.

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

606

-4-

RESTRICTED

Incl 48

RESTRICTED

9 February 1945

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 AAF forms 41B and AAF form 1A prior to the last flight of aircraft A-26B-25, AAF NO. 41-39331.

Walter T. Bladykas

WALTER T. BLADYKAS,
Sgt., Air Corps,
Crew Chief

606

- 5 -

RESTRICTED

Incl 44

RESTRICTED

FROM 97TH COMBAT BOMB WING 26/1400A
TO COMBOMDIV IX
ATTN: SIGNALS OFFICE

CONFIDENTIAL 97CB F-240-J

REQUEST FOLLOWING EXCERPT FROM PILOT'S REPORT OF RADIO CONTACT PRIOR TO EMERGENCY LANDING NEAR BECK, HOLLAND ON FEB. 9, 1945 BE BROUGHT TO ATTENTION OF PROPER AUTHORITIES. A-26A/C FROM 416TH BOMB GROUP, A/C NO. 41-39331, PILOT, LOVICK E. CANNON, 1ST LT. AC, C/C "CIRCLE" BROWN - "C" - CHARLIE. AREA OF ORIGINAL CALL TO "ROSELEE" IN VICINITY OF DUSSELDORF.

QUOTE "UPON DROPPING MY BOMBS, I TURNED TO A HEADING OF 270 DEGREES AND CALLED ROSELEE ON "C" CHANNEL. I ESTIMATE THE TIME OF THIS CALL AT 1500 HOURS. UPON ESTABLISHING CONTACT WITH "ROSELEE", I WAS TOLD TO CONTACT "SWEEPSTAKES" ON CHANNEL "C". I COULD NOT CONTACT "SWEEPSTAKES" AND TRIED TO CONTACT PARADE ON "D" AND THEN ON "B". AT THIS TIME I HAD LET DOWN FROM 12,000 FEET TO 9,000 FEET AND I CALLED "ROSELEE" ONCE MORE AND TOLD THEM THAT I COULD NOT CONTACT "SWEEPSTAKES" OR "PARADE" AND STRESSED MY NEED FOR A FIELD. "ROSELEE" INFORMED ME TO STAND BY FOR A FEW MINUTES. WAITING FOR 2 OR 3 MINUTES, I CALLED "ROSELEE" AGAIN AND THIS TIME THEY GAVE ME A HEADING TO A FIELD WHICH WAS INCOMPLETE. I TOLD THEM THAT I NEEDED ANOTHER FIELD AND THAT MY GAS WAS ALMOST GONE AND THEY TOLD ME TO STAND BY AGAIN. THE TIME WAS THEN 1525 AND I TOLD THEM THAT IF THEY COULD NOT GIVE ME A FIELD IMMEDIATELY I WOULD HAVE TO CRASH LAND. NO ANSWER RECEIVED, I CALLED THEM AND SAID THAT I HAD PICKED A FIELD AND WOULD CRASH LAND THERE. "ROSELEE" ACKNOWLEDGED MY MESSAGE AND ASKED FOR ANOTHER LONG COUNT. THIS GIVEN, THEY SAID "ROGER, OUT". UNQUOTE

A/C DAMAGED, PILOT AND GUNNER UNHURT.

COMCBTWIG 97
BT 26/1400A
LEG AR

606

RESTRICTED

Incl # 6

RESTRICTED

E - R - 5

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer


AFG 140, U.S. Army,
19 February 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) on accident of Lt. L.E. Cannon in aircraft A-26B-25, AOSN 41-39391, 9 February 1945.

For the Commanding Officer:


George Schenkein
GEORGE SCHENKEIN,
Capt., Air Corps,
Adjutant.

1 Incl - AAF Form 14 in quadruplicate (with inclosures).

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 28 February 1945.

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

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 27 November 1944.


2. Attached teletype, Inclosure No. 6, was received in answer to a request to the 97th Wing for further information regarding difficulty in obtaining necessary navigational assistance and aid in connection with this accident.

For the Commanding General:

2899

6 Incls:

- Incl 1 - WD AAF Form 14 (in trip)
- Incl 2 - Statement of Pilot (in trip)
- Incl 3 - Statement of Gunner (in trip)
- Incl 4 - Statement of Engineering Officer (in trip)
- Incl 5 - Statement of Crew Chief (in trip)
- Incl 6 - 97th Combat Bomb Wing (L) teletype F-240-J (in trip)(Confidential)


S. L. Parmenter
S. L. PARMENTER,
CAPTAIN, A.C.
ASS'T ADJ. GEN.
013662

RESTRICTED

506

RESTRICTED

360.33

2nd Ind.

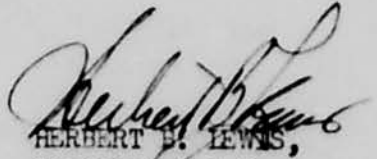
E-

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 9 March 1945.

TO: Commanding General, AAF, Winston-Salem 1, North Carolina. (Att: Chief, Flying Safety)

Report and recommendation of Aircraft Accident Officer approved.

For the Commanding General:


HERBERT B. LEWIS,
Captain, A.G.D.,
Asst Adj General.

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

- 2 -

RESTRICTED