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

This accident occurred on return from an operational mission from Germany at Army Air Force Station 107. The pilot reported having trouble with the No. h engine on the entire-return journey. This aircraft was flying as part of a formation returning to Station 106 and, upon getting in the Vicinity of the home base, encountered severe mather conditions. The pilot made an estimate of the situation and determined that his best precedure would be to return to the east coast of England, where he knew that meather conditions were such that he would be able to land pafely. It. Fleshman was flying at 2,000 feet and on a southeasterly heading with heavy iding conditions and it is believed that his No. 4 engine went out. About this time it was noted that the preper were throwing a considerable amount of ice and it is believed that the entire sircraft had accumulated a considerable amount of ice. The aircraft began lessing altitude quite rapidly and the compilet told all erew members to take a crash position. It. Fleshman realized that a crash was going to be unavoidable and attempted to reduce his airspeed to a minimum by pulling the mose of the aircraft up. The aircraft was still mushing in a nose high altitude at 120 miles per hour when it crashed through the tops of some trees and nosed into the ground.

It was impossible to obtain any accurate statements from the pilot, co-pilot, or engineer because of a retroactive state of amesia, which resulted from severe head injuries received in the crash, but they believe that they also lost No. 3 engine. This belief was somewhat substantiated by a statement made by the radio operator when he said that he also believed that the engines on the right side of the aircraft were not functioning properly.

When questioned about his procedure, It. Fleshman stated that he applied turbos to all engines and, in addition, used the inter-coeler system to prevent the forming of carburetor ice. He also stated that he had sufficient gasoline to enable him to return to the east coast safely. He stated that he believed he had about five hundred gallons of gasoline.

Because of the physical state of the members of the crew involved in this crash it was impractical to obtain complete statements concerning their procedure and actions preceding the crash. There were no witnesses to the accident on the ground.

It is the opinion of this Board that responsibility for the accident may be attributed 50% to engine failure and 50% to weather. There are no substantial grounds on which to base a material failure due to the complete destruction of the engines. It is impossible to arrive at any definite conclusion as to what may have happened. IEXEKNEZKENTHEMENTHEMETERSEENCH THE TEXT HE THE TEXT HE THE TEXT HE THE TEXT HE TEXT

Recommendations for Preventive Action: None



GEORGE H. LOWHER, JR., it. Col., Air Corps.

ARTHUR E. BEAN, JR., Mejor ., Air Corps.

## CONTIDENTIAL

Statement by 1st warren g. Fleshman, 0-1302623\$ concerning aircraft accident of B-17g, #13-38512 on 20 January, 1915.

We were doing approximately 125/130 air speed when we hit the ground. The new armor plate glass was frozen. I could not see the ground before I hit.

The #4 engine was giving trouble all the way back to England. I think I lost another engine but I am not sure.

I must have had ice causing an increase in stalling speed.

The engine appeared to be running slower and slower.

I pulled the mose up just before we crashed in an effort to reduce our speed to a minimum.

WARREN G. FLESHMAN, lst Lt., Air Corps, Pilot.

CERTIFIED TRUE COPY

Quentin Wilson, Captain, Air Corps.

## CONFIDENTIAL

STATEMENT BY T/SCT. WILLIAM H. RICHARDSON, 34013676, CONCERNING AIRCRAFT ACCIDENT OF B-17G, #43-38542 ON 20 JANUARY, 1945.

The co-plict seemed to know that we were going to crash land and he said that we should all get in our crash position.

We went thru the tops of some trees then it seemed as if we hit the ground almost nose first.

Just before we hit, I heard a banging sound from one of the engines.

About fifteen (15) minutes before crashing, the # 3 and 4 engines seemed as if they were slowing down.

At about 1515 hours, I called up the togglier and asked him what altitude we were at and he said 2,000 feet. At about 1520 hours, I was talking to the co-pilet over interphone and I told him what the weather was and after I said that, he told us to get into our crash position. I called back and asked him what he meant and he again said that we should all get into our crash position immediately. By that time we were getting ready to hit the ground. There was some banging from the engines before we hit.

Do you know anything about the engine operation? No sir, except that the engines were making funny sounds all the rtime. It seemed as if they would run good for three (3) or four (4) seconds and then it seemed as if they were going out.

The engines did not sound normal before we hit. It seemed as if the #1 and #2 engines were 0.K., and the #3 and #4 engines were bad.

I thought it was the pilot who called for crash positions but later found that it was actually the co-pilot. The way I understood it, the pilot did not know we were foing to crash.

WILLIAM H. RICHARDSON, T/Sgt., Air Corps, Radio Operator.

CERTIFIED TRUE COPY

QUENTIN WILSON, Captain, Air Corps.

CONFIDENTIAL

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## CONFIDENTIAL

## STATEMENT

11 February 1945

- A. Pilot: LL. FLESHMAN
- B. Aircraft: 338542.
- C. Date of accident; 20 January 1945.
- D. Surface wind: W.S.W. 13 M.P.H., R/W #27.
- E. Airfield inspected at 1345 Hrs.
- F. Statement.
- 1. At approximately 1540 hours 20 January 1945, Sgt. Kray of the HF transmitter reported a B-17 crashed near him. Ambulance and crash tender were immediately dispatched to the scene of accident.
- 2. At 1638 hours, crashed aircraft was identified as being from Grafton Underwood. The injured crew members were taken to the 303rd Hospital.
- 3. At the time of the accident, the visibility was 400 yards, and the cloud base was obscured. Before the crash, the aircraft was never in radio contact with Molesworth Tower.

BODIE G. FITE, lst Lt. A.C., Flying Control Officer.

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