

508

CONFIDENTIAL

ACCIDENT NO. _____

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

2. Planes
2744
45-11-8-508

(1) Place 5237N - 0410E (2) Date 8 November 1944 (3) Time 1142
AIRCRAFT: (4) Type and model B 17 G DO (5) A. F. No. 44-8418 (6) Station AAF 130
Organization: (7) 8th AF (8) 457 (9) 749
(Command and Air Force) (Group) (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	ELDUFF, JAMES V.	P	0-751288	1st Lt.	18	AC	8th	None	None
CP	JENKINS, JAMES JR	CP	0-715226	2nd Lt.	16	AC	8th	None	None
N	GEREN, ASHTON B. JR.	N	0-2058464	2nd Lt.	18	AC	8th	None	None
B	COAKLEY, ROBERT C.	B.	0-776628	2nd Lt.	18	AC	8th	None	None
ENG	SCHULLER, GEORGE R.		33679255	S/Sgt.	38	AC	8th	None	None
RO	STEIN, FRANK C.		35216813	S/Sgt.	38	AC	8th	None	None
WG	CAPSALIS, ALOCK A.		31187961	S/Sgt.	38	AC	8th	None	None
TG	ROTHBARD, HAROLD D.		12154867	S/Sgt.	38	AC	8th	None	None
BT	ANDERSON, CLARENCE C.		37459499	S/Sgt.	38	AC	8th	Major	None

CLASSIFICATION CANCELLED OR CHANGED,
TO RESTRICTED

(20) Elduff, James V. (Last name) (First name) (Middle initial) (21) 0-751288 (Serial number) (22) 1st Lt. (Rank) (23) AC (Branch) (24) 8 (Personnel Class)
Assigned (25) 8th AF (Command and Air Force) (26) 457 (Group) (27) 749 (Squadron) (28) AAF 130 (Station) (Date 2-27)
Attached for flying (29) 8th AF (Command and Air Force) (30) 457 (Group) (31) 749 (Squadron) (32) AAF 130 (Station) (Date 2-27)
Original rating (33) Pilot (Rating) (34) 28-7-43 (Date) Present rating (35) Pilot (Rating) (36) 28-7-43 (Date) Instrument rating (37) March 1944 (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B 17 G 193:55 (42) Instrument time last 6 months 4:00
(39) This model B 17 193:55 (43) Instrument time last 30 days 4:00
(40) Last 90 days 26:00 (44) Night time last 6 months 3:00
(41) Total 193:55 (45) Night time last 30 days 3:00

AIRCRAFT DAMAGE

DAMAGE

(49) LIST OF DAMAGED PARTS

(46) Aircraft W 4
(47) Engine(s) 1 4 4 1
(48) Propeller(s) M 1 4 4 1
Fuselage wrinkled and distorted, Ball turret, #1 cowl damaged beyond repair.
2 and 3 propellers damaged beyond repair.

(50) Weather at the time of accident 10/10 coverage, visibility 2500 yards, wind 7 MPH from 270 degrees. Thick haze and dense, persistent contrails at flight altitude.

(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

(56) Nature of accident Aircraft collided with another B 17 at 18000 feet, which broke in two, disappeared in clouds.

(57) Cause of accident Exact cause undetermined. Both aircraft became involved in prop whs. The wing of A/C 44-8418 made contact with A/C 42-37064 sideways causing it to break in two.

(58) Form 54 not submitted.

RESTRICTED

Incl #5

17
84

DESCRIPTION OF ACCIDENT

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

NARRATIVE

While letting down, after leaving enemy territory, the low section leader and his number three wing man became involved in prop wash. The leader after lurching to the right, moved over to the left and under his no. 3 ship. The wing of the no. 3 ship made contact with the leader amidships causing it to break in two and disappear through an undercast. The no. 3 ship although badly damaged managed to effect a landing at the nearest airdrome.

RESPONSIBILITY

It is felt that the responsibility for this accident is divided equally between the pilots of both aircraft involved although the exact cause has not been determined as the pilot of the lead aircraft is missing in action.

50% Pilot A/C 42-37064 50% Pilot A/C 44-8418

RECOMMENDATION

All Squadron, Flight and Element Leaders were again cautioned to fly a correct formation at all times. Wing Pilots were warned not to relax and to stay in position even when flying over territory where enemy opposition is expected to be nil.

Rod L. Francis
ROD L. FRANCIS
Lt. Col., Air Corps,
Accident Committee

Wilbur D. Snow
WILBUR D. SNOW
Major, Air Corps,
Accident Committee

Signature *James A. Maguire*
(Investigating Officer)
JAMES A. MAGUIRE
Major, Air Corps,
Accident Officer

Date 16 NOVEMBER 1944

NAME Personnel
AIR FORCE & COM. 8
GROUP NO. 457
GROUP TYPE BH
AIRCRAFT CODE 2

371016-44 OFS

CONFIDENTIAL
WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDENT No. 2 Plans
2750a

REPORT OF AIRCRAFT ACCIDENT

(1) Place 5237N - OLLOE (2) Date 8 November 1944 (3) Time 11:2
AIRCRAFT: (4) Type and model B 17 G DO (5) A. F. No. 42-38064 (6) Station AAF 130
Organization: (7) 8th AF (8) 457 (9) 749 (Squadron) Y337
(Command and Air Force) (Group)

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)
1 P	FURR, ARNET L.	P	0-819789	1st Lt.	18	AC	8th	MIA	unknown
2 CP	BOOK, STERLING H. JR.	CP	0-714630	2nd Lt.	18	AC	8th	MIA	Unknown
4 N	ANDREWS, JOSEPH W. JR.	N	0-723260	2nd Lt.	18	AC	8th	MIA	Unknown
5 B	FLAGIANOS, LEON M.	B.	0-708040	2nd Lt.	18	AC	8th	MIA	Unknown
6 ENG	BRUNSVOLD, DONALD D.		17071215	T/Sgt.	38	AC	8th	MIA	Unknown
9 RO	WEAVER, RICHARD C.		13109761	T/Sgt.	38	AC	8th	MIA	Unknown
7 BT	RANKIN, WARREN M.		33172777	S/Sgt.	38	AC	8th	MIA	Unknown
3 TG	WETZEL, LEROY E.		35235299	S/Sgt.	38	AC	8th	MIA	Unknown
7 WL	WISDOM, GLENN M.		35123338	S/Sgt.	38	AC	8th	MIA	Unknown

(20) Furr, Arnet L. (21) 0-819789 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th AF (26) 457 (27) 749 (28) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF (30) 457 (31) 749 (32) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 31-12-43 Present rating (35) Pilot (36) 31-12-43 Instrument rating (37) 22-5-44
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B 17 G 336:10 (42) Instrument time last 6 months 34:00
(39) This model B 17 431:40 (43) Instrument time last 30 days 9:40
(40) Last 90 days 229:20 (44) Night time last 6 months 31:00
(41) Total 431:40 (45) Night time last 30 days 5:15

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 4</u>	Lost in action
(47) Engine(s) <u>W 4 4 4 4</u>	
(48) Propeller(s) <u>W 4 4 4 4</u>	

(50) Weather at the time of accident 10/10 coverage, visibility 2500 yards, wind 7 MPH from 270 degrees.
Thick haze and dense, persistent contrails at flight altitude.

(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

(56) Nature of accident Aircraft collided with another B 17 at 18000 feet, broke in two, disappeared in clouds.

(57) Cause of accident Exact cause undetermined. Both aircraft became involved in prop wash. The wing of A/C 44-8418 made contact with A/C 42-37064, amidships causing it to break in two.

(58) Form 54 not submitted.

Incl. #6-

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RESTRICTED

DESCRIPTION OF ACCIDENT

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

NARRATIVE

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Rod L. Francis
ROD L. FRANCIS
Lt. Col., Air Corps,
Accident Committee

Wilbur D. Snow
WILBUR D. SNOW
Major, Air Corps,
Accident Committee

Signature *James A. Maguire*
(Investigating Officer)
JAMES A. MAGUIRE
Major, Air Corps,
Accident Officer.

Date 14 November 1944

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STATEMENT

My first realization of an accident came when the Bombardier called to pull up from our position of No. 3 in the Low Section. I took the controls from my co-pilot and at the same time saw the wing of the other aircraft come up under our left side, and then sensed a sickening crash. Both ships were in a turn away from the formation when we hit and my opinion was that both ships were in prop-wash, which made control very difficult.

After recovering from our spin, we made for the nearest field in England, landed, and turned our injured ball-turret man over for medical attention.

James V. Elduff
JAMES V. ELDUFF,
1st Lt., Air Corps,
Pilot

We were flying No. 3 position of the low element. Our element leader was flying in the diamond. We started to let down over the Holland Coast. Approximately five (5) minutes over the channel our element leader moved to the right of the Box Lead. Following him over I hit the prop wash of the lead aircraft. Our element leader started turning to the left, I tried to turn out but I no sooner got out of the prop wash of the box leader, than I hit the prop wash of his No. 3 man. I could not turn as fast as my lead so I pulled up as far as I could hoping he would clear me. He did clear me but evidently hit the prop wash of the Box Lead and was thrown up under our left side.

We got control of our aircraft at about 10,000 feet and made an emergency landing at the first suitable field.

James Jenkins Jr
JAMES JENKINS, JR.,
2nd Lt., Air Corps,
Co-pilot.

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S T A T E M E N T

At the time of the accident, I was looking down and figuring on my navigation. We were about 10 minutes out from the Enemy Coast when the Bombardier called over interphone that another plane was going to hit us and about that time, I felt the shock of the blow which knocked me back to the flight deck. Our altitude at the time was about 19000 feet.

ASHTON B. GEREN, JR.,
2nd Lt., Air Corps.

Ashton B. Gerren Jr.

S T A T E M E N T

On 8 November 1944, returning from a combat mission, the following collision of two aircraft occurred in the formation:

1st Lt. Furr in A/C 42-38064 leading the low section of the high squadron while letting down through a thick haze, appeared to get in the prop wash of the lead aircraft above him. Trying to get out he began to turn to the left at which time Lt. Elduff in A/C 44-8418, flying on the left wing of Lt. Furr, was also seen fighting the prop-wash.

Already in prop wash A/C 44-8418 was caught in the additional prop-wash of A/C 42-38064 when it was turning out to the left and was not able to prevent the collision of the two aircraft. A/C 44-8418 appeared to mush onto the tail of A/C 42-38064. A/C 42-38064 broke in half around the ball turret and fell in two pieces, while A/C 44-8418 slid out and down to the left still under control.

No parachutes or men were seen to leave either ship by myself or crew.

Altitude of collision was around 18000 feet just after leaving enemy coast.

William T. Robertson
WILLIAM T. ROBERTSON
1st Lt., Air Corps,
Pilot.

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S T A T E M E N T

Returning from a combat mission on 8 November 1944, 42-38064 was leading the low section of the low squadron. Shortly after leaving the enemy coast, I had just turned the controls over to my Co-Pilot and was lowering the power setting for letting down. We were in 42-31706 and flying on 42-38064's right wing and 44-8418 was on the left wing. While changing the power setting, I noticed the Co-Pilot jerk the wheel to the right and glanced out to the left to see why. On looking out, I saw 42-38064 in two pieces, broken at bulkhead six, and just starting to fall. 44-8418 was turning to the left and down, and it looked as if he # 4 engine were smoking.

My personal opinion is that the pilot in 44-8418 got vertigo and became confused of his position and turned into 42-38064.

Loren G. Hampton
LOREN G. HAMPTON
1st Lt., Air Corps.

S T A T E M E N T

On the 8th of November I saw the number three ship and number one ship of the low section of the low box, crash in mid-air. From my position, number 6 in the low section, it seemed that the number 3 ship was flying high on the number 1 ship. The # 1 ship seemed to move over to the right and the # 3 ship trying to hold close position, moved over and on top of the # 1 ship. In this position, the # 3 ship was unable to see his # 1 ship. He then pulled up to avoid crashing into # 1 but in doing so he got high enough to catch the prop-wash from the three lead ships. This prop-wash dropped the # 3 ship on to the # 1. Number 1 ship broke in half and fell out of the formation, while # 3 ship turned off to the left and went down out of the formation.

Joe D. Coleman
JOE D. COLEMAN
1st Lt. Air Corps.

S T A T E M E N T

At the time of the collision the aircraft on our right had dropped below us and started to skid under us. While it was still some distance away on our right, I lost sight of it. I was sitting in the Bombardier's seat and suddenly saw it loam up under us. It seemed to be passing under us from right to left, a little ahead of us and moving forward. It also was coming up a little. As I went on the interphone to call the warning, it suddenly lurched up and the collision was almost simultaneous with my interphone call. Just prior to the collision, I could see the nose and the pilot's compartment from my position. It was my impression that prop wash threw the other B-17 under us and the up into us.

Robert C. Coakley
ROBERT C. COAKLEY
2nd Lt., Air Corps.

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HEADQUARTERS
ARMY AIR FORCE STATION 130
Office of the Flying Control Officer
APO 557, U.S. Army

(E-P-13)

10 November 1944

SUBJECT: Aircraft Collision.

TO : Commanding Officer, AAF Station 130, APO 557, U.S. Army.

1. The collision between A/C 42-38064, pilot Lt. A. I. Furr; and A/C 44-8418, pilot Lt. J.V. Elduff occurred while on operational mission on 8 November 1944 and was unobserved by Flying Control personnel.



Edgar S. Hallman
EDGAR S. HALLMAN,
Capt, AC,
Duty Flying Control Officer.

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FLYING CONTROL
AAF 123 APO 558

8 NOVEMBER 1944

ACCIDENT STATEMENT

AT 1315 HOURS B-17, AIRCRAFT # 418 "C", PI-
LOTED BY LT. ELDIFF, MADE AN EMERGENCY LANDING ON
THIS FIELD. THE AIRCRAFT HAD HAD A MID-AIR COL-
LISION WHILE CROSSING THE NORTH SEA. THE TAIL
GUNNER WAS INJURED IN THE COLLISION. NO FURTHER
DAMAGE WAS CAUSED BY THE LANDING.

WEATHER: WNW AT 8 M.P.H. - VIZ 3500 YARDS.

Raymond M. Eldridge
RAYMOND M. ELDRIDGE,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER.

COPY:
DIVISION FLYING CONTROL
FORM 14 (GROUP OPERATIONS)
" " " "
PILOT CONCERNED
FILE

CONFIDENTIAL



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NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Eldred James V.

B-17-A.

45-11-8-508

CHARGED TO:

CHARGED TO:

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN