508
### Report of Aircraft Accident

**Date:** 8 November 1944  
**Time:** 1142

**AIRCRAFT:** B-17G  
**Organization:** 8th AF  
**Station:** AAF 130

#### PERSONNEL

<table>
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<tr>
<th>Duty</th>
<th>NAME</th>
<th>Serial No.</th>
<th>Rank</th>
<th>Personnel Class</th>
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<tr>
<td>P</td>
<td>ELDUFF, JAMES V.</td>
<td>0-761288</td>
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<td>0-2066446</td>
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<td>ENG</td>
<td>SCHOLLER, GEORGE R.</td>
<td>35579255</td>
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<td>SG</td>
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<td>WC</td>
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<td>TG</td>
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<td>12154887</td>
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<td>HT</td>
<td>ANDERSON, CLARENCE C.</td>
<td>37459492</td>
<td>S/Sgt.</td>
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**Original rating:** Pilot  
**Present rating:** 28-7-43  
**Instrument rating:** March 1944

**Damage:** Fuselage wrinkled and distorted, ball turret, #1 cowl damaged beyond repair.  
#2 and 3 propellers damaged beyond repair.

**AIRCRAFT:** B-17G  
**Engine(s):** M

#### Weather at the time of accident:
- 10/10 coverage, visibility 2500 yards, wind 7 MPH from 270 degrees.

#### 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, resulting in its break in two.

#### Form 54 not submitted.
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 unoccupied. The no. 3 ship although badly damaged managed to effect a landing at the nearest airfield.

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 42-37084  50% Pilot A/C 41-86138

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
Lt. Col., Air Corps, Accident Committee

Wilbur D. Snow
Major, Air Corps, Accident Committee

Date: 16 November 1943

Confidential
**REPORT OF AIRCRAFT ACCIDENT**

**WAR DEPARTMENT**

**U.S. ARMY AIR FORCES**

**ACCIDENT NO.**

27506

**PLACED:**

5237N - CLODE

**DATE:**

8 November 1944

**AIRCRAFT:**

B 17 G

**A.F. NO.**

42-37061

**STATION:**

AAF 130

**SQUADRON:**

Y337

**PERSONNEL**

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<tr>
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<th>NAME</th>
<th>RATING</th>
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<td>Furr, Arnet L.</td>
<td>F</td>
<td>0-817979</td>
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<td>0-711630</td>
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**UNCLASSIFIED**

**FURR, Arnet L.**

Last name: Furr

First name: Arnet

Initials: L.

**RATING:** F

**SERIAL NO.:** 0-817979

**RANK:** 1st Lt.

**PERSONNEL CLASS:** 18

**BRANCH:** AC

**BRAVE:** 8th AF

**GROUP:** (Command and Air Force)

**SQUADRON:** (8th AF)

**ATTACHED FOR FLYING:** 8th AF

**ORIGINAL RATING:** Pilot

**PRESENT RATING:** Pilot

**INSTRUMENT RATING:** 22-S-44

**FIRST PILOT HOURS:**

**(at the time of this accident)**

**(Total)**: 31-12-13

**WEATHER AT THE TIME OF ACCIDENT:**

10/10 coverage, visibility 2500 yards, wind 7 MPH from N. Thick haze and dense, persistent contrails at flight altitude.

**WIND AT THE TIME OF ACCIDENT:**

WIND 7 MPH FROM 270 DEGREES

**ACCIDENT NO.**

27506

**CLEARANCE NO.:**

AAF Station 130

**TO AAF Station 130**

**TROOP CLEARANCE NO.:**

Operational

**NATURE OF ACCIDENT:**

Aircraft collided with another B 17 at 18000 feet, broke in two, disappeared in clouds.

**CAUSE OF ACCIDENT:**

Exact cause undetermined. Both aircraft became involved in prop wash. The wing of N/C 14-8118 made contact with N/C 14-37061,midships causing it to break in two.

**FORM 54 not submitted.**

**CONFIDENTIAL**

**REMARKS:**

Incl. #6
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 H2-37061  50% Pilot A/C H2-5818

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
Lt. Col., Air Corps,
Accident Committee

WILBUR D. SNOW
Major, Air Corps,
Accident Committee

Date 14 November 1944

JAMES A. MARUTHE
Major, Air Corps,
Accident Officer.
CONFIDENTIAL

STATEMENT

My first realization of an accident came when the Bombardier called to pull up from our position of No. 5 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 propwash, 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 J. 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.
2nd Lt., Air Corps,
Co-pilot.
CONFIDENTIAL

STATEMENT

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 15000 feet.

ASHTON H. GREEN, JR.,
2nd Lt., Air Corps.

STATEMENT

On 9 November 1944, returning from a combat mission, the following collision of two aircraft occurred in the formation:

1st Lt. Purr in A/C h2-380Gh 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. Elhuff in A/C hh-818b, flying on the left wing of Lt. Purr, was also seen fighter the prop wash.

Already in prop wash A/C hh-818b was caught in the additional prop wash of A/C h2-380Gh when it was turning out to the left and was not able to prevent the collision of the two aircraft. A/C hh-818b appeared to mash onto the tail of A/C h2-380Gh. A/C h2-380Gh broke in half around the ball turret and fell in two pieces, while A/C hh-818b 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
1st Lt., Air Corps,
Pilot.
RETURNING FROM A COMBAT MISSION ON 8 NOVEMBER 1944, L2-38064 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 L2-31706 and flying on L2-38064's right wing and L2-31418 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 L2-30064 in two pieces, broken at bulkhead six, and just starting to fall. L2-31418 was turning to the left and down, and it looked as if he #1 engine were smoking.

My personal opinion is that the pilot in L2-31418 got vertigo and became confused of his position and turned into L2-38064.

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

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 other 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.

JOSEPH C. COLEMAN
1st Lt., Air Corps.

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 come 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 they ran into us.

ROBERT C. CROLL
2nd Lt., Air Corps.
CONFIDENTIAL

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

10 November 1944

SUBJECT: Aircraft Collision.

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

1. The collision between A/C 42-38064, pilot Lt. A. I. Furr; and A/C 44-3413, pilot Lt. J.V. Elduff occurred while on operational mission on 8 November 1944, and was unobserved by Flying Control personnel.

[Signature]

Edgar L. Hallman,
Capt, AC,
Duty Flying Control Officer.
CONFIDENTIAL

FLYING CONTROL
AAF 123 APO 558

8 NOVEMBER 1944

ACCIDENT STATEMENT

AT 1315 HOURS B-17, AIRCRAFT # 416 "C", PILOTED BY LT. ELDUFF, MADE AN EMERGENCY LANDING ON THIS FIELD. THE AIRCRAFT HAD HAD A MID-AIR COLLISION 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)
II

PILOT CONCERNED
FILE

CONFIDENTIAL
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<th>Batch No.</th>
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**Title of Item To Be Corrected** From: Injuries to all personnel in contact with aircraft. Missing part: Damages.

**Unsafe Acts**

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<th>To</th>
<th>Major Specific Viol.</th>
<th>Major Specific Major Defects</th>
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**Person Submitting Correction**: M.E.