Accident No. 14-13-8

Pilot's Name: Ashley, Hugh L.

Nature Group: adverse at high altitude

Specific Nature: Pre-existing engine failure

Underlying Nature: Stiffness failure due to overworking at time of accident

Cause Group: Technique

Specific Cause: Momentary lack of proficiency

Underlying Cause: Faulty operation of aircraft leading to malfunctioning of material

Underlying Cause
REPORT OF AIRCRAFT ACCIDENT

WAR DEPARTMENT
U. S. ARMY AIR FORCES
WENDOVER ARMY AIR BASE

ACCIDENT NO. 44-1-3-8

(1) Place: 12 Miles South East of Delta, Utah
(2) Date: 3 January 1944
(3) Time: 1600

AIRCRAFT: (4) Type and model: B-17G
(5) A.F. No.: 42-29477
(6) Station AAB, Wendover Field, Utah
(7) Organization: 2nd AF, 35th Wing, 748th Bomb Group, 748th Bombardment Squadron (G)

PERSONNEL

<table>
<thead>
<tr>
<th>NAME</th>
<th>RATING</th>
<th>SERIAL NO.</th>
<th>CLASS</th>
<th>BRANCH</th>
<th>AIR FORCE OR COMMAND</th>
<th>FATE</th>
<th>REASON</th>
<th>CASE OF PARACHUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashby, Hugh R.</td>
<td>1st Lt</td>
<td>735499</td>
<td>A.G.</td>
<td>2nd AF</td>
<td>Fatal</td>
<td>No</td>
<td></td>
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</tr>
<tr>
<td>Bibler, Marvin J.</td>
<td>2nd Lt</td>
<td>735472</td>
<td>A.G.</td>
<td>2nd AF</td>
<td>Fatal</td>
<td>No</td>
<td></td>
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<tr>
<td>McLean, Clarence N.</td>
<td>2nd Lt</td>
<td>735462</td>
<td>A.G.</td>
<td>2nd AF</td>
<td>Fatal</td>
<td>No</td>
<td></td>
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<tr>
<td>Newman, John H.</td>
<td>2nd Lt</td>
<td>735465</td>
<td>A.G.</td>
<td>2nd AF</td>
<td>Fatal</td>
<td>No</td>
<td></td>
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<tr>
<td>Barnes, Joseph A.</td>
<td>1st Lt</td>
<td>7131595</td>
<td>A.G.</td>
<td>2nd AF</td>
<td>Minor</td>
<td>No</td>
<td></td>
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<tr>
<td>Cook, Evelyn</td>
<td>2nd Lt</td>
<td>100727</td>
<td>S.G.</td>
<td>2nd AF</td>
<td>Minor</td>
<td>No</td>
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<td>Bank, Hattie</td>
<td>1st Lt</td>
<td>1002522</td>
<td>S.G.</td>
<td>2nd AF</td>
<td>Minor</td>
<td>No</td>
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<td>Hunt, E.</td>
<td>2nd Lt</td>
<td>013920</td>
<td>S.G.</td>
<td>2nd AF</td>
<td>Minor</td>
<td>No</td>
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<td>Khara, Junior L.</td>
<td>2nd Lt</td>
<td>3256073</td>
<td>S.G.</td>
<td>2nd AF</td>
<td>Minor</td>
<td>No</td>
<td></td>
<td></td>
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<tr>
<td>Timouns, Robert A.</td>
<td>1st Lt</td>
<td>20068256</td>
<td>S.G.</td>
<td>2nd AF</td>
<td>Minor</td>
<td>No</td>
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<td>Bunting, Frank A.</td>
<td>1st Lt</td>
<td>0846688</td>
<td>S.G.</td>
<td>2nd AF</td>
<td>Minor</td>
<td>No</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PERSONNEL ATTACHMENT

Ashby, Hugh R.
(First name) (Last name)
(1) R-17 (2) 735499 (3) 1st Lt (4) A.G. (5) 2nd AF (6) Fatal (7) No

First Prior Ranks:
(First name) (Last name) (Rank) (Date)
(22) Pilot (23) 1-4-43 (24) Pilot (25) 1-4-43 (26) Instrument rating (27) No

AIRCRAFT DAMAGE

<table>
<thead>
<tr>
<th>DAMAGE</th>
<th>LIST OF DAMAGED PARTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completely Demolished</td>
<td></td>
</tr>
</tbody>
</table>

Weather at the time of accident:
(28) Ceiling of Wendover estimated 6000 feet overcast, visibility seven to ten miles, surface wind North by East to East, 6 to 12 miles per hour. Ceiling at Salt Lake City 2000 feet overcast, visibility restricted to 1/2 to 1 mile in light snow, surface wind North by West 8 to 12 miles per hour. (29) Was the pilot flying instruments at the time of accident? Yes
(30) Cleared from AAB, Wendover U.T. to Grand Island, AAB (31) Kind of clearance IFR
(32) Pilot's mission (33) Group Movement (34) Cross Country Flight to Grand Island, Nebraska

Nature of accident: Collision with ground in full flight.

Cause of accident: Loss of certain control surfaces due to excessive stress created by pilot technique.

Unsatisfactory Report Submitted: None.
DESCRIPTION OF ACCIDENT
(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

After normal take-off at 1441 PWT from Enidover Army Air Base on proposed cross-country flight to Grand Island, Nebraska, B-17G serial No. 42-31547 started climb through overcast. Climbing too steeply, pilot stalled aircraft and fell off into a spin. Recovery was too abrupt, imposing heavy stresses on aircraft and evidenced "black-cut" of pilot passenger. Thereafter pilot again attempted to climb through overcast and again stalled and dropped into a spin and in attempted recovery imposed severe stresses on aircraft and crew to the extent of loss of right aileron and part of tail surfaces. Due to this damage the pilot was never able to affect complete control of aircraft. Five crew members parachuted from the aircraft before it crashed into a mountain while descending in a steep spiral.

FINDINGS: It is the opinion of this Accident Board that the stall indicated above were the results of faulty technique of the pilot. Testimony indicates there were no other factors, such as ice, to cause the aircraft to stall.

RESPONSIBILITY: 100% Pilot technique.

RECOMMENDATIONS: An effort toward even closer surveillance of individual pilot progress in instrument flying proficiency.

Ezekiel W. Napier
Colonel, Air Corps, President

WILLIS G. CARTER
Lt. Colonel, Air Corps, Member

Hugh D. Wallace
Lt. Colonel, Air Corps, Member

Signature
MERLE B. GRUM
Captain, Air Corps

Date: 8 January 1944
Summary of Pertinent Testimony of Witnesses before the Aircraft Accident Classification Committee Investigating the Crash on 3 January 1944 of B-17G Airplane, #42-31547 near Delta, Utah.

1. Lt. Huntley, a first pilot himself but riding as a passenger on this trip, states that he was in the cockpit at the beginning of the flight and personally testifies that the de-icers and pilot heat were turned on before pilot ever entered overcast.

2. First indication of difficulty was a prolonged shaking of the airplane which terminated in first spin.

3. After recovery from the first spin, the radio operator, by interphone, asked the pilot what the trouble was, to which he says the pilot replied that he did not know but thought it was ice. The radio operator then looked at the leading edges of the tail surfaces and saw no ice. Further, the pilot then stated he was going to try it again.

4. Thirty-nine (39) other B-17 airplanes successfully ascended through this same overcast all within two (2) hours of the same period.

5. Load distribution was proper.

6. Second spin occurred just as ship was beginning to break out at top of overcast, or at least was near enough to the top that passengers could see that they were going to break out soon.

7. Just before second spin radio operator heard navigator ask pilot on interphone to increase air speed.

8. Radio operator states that on a previous occasion in Texas while riding with this pilot, the ship stalled at an altitude above 20,000 feet, fell over in a dive, and recovered finally after a long fall.

9. Armorner gunner watched aileron stripping away and states this occurred during attempted recovery from the second spin.

10. One witness felt that the pilot was climbing "on a ziggurat course, trying to find the thin spots in the overcast."
SPECIAL ORDER

HEADQUARTERS ARMY AIR BASE
Wendover Fld Utah
7 Jan 34

--- EXTRACT ---

1. Following named O are apptd to Board of O's to investigate Company Fund of 315th Base Hq & AB Sq and to make recommendations on findings thereof. Auth AR 420-5.

   DETAIL FOR THE BOARD
   MAJ WILLARD H. BEALL 0168778 AC
   LIT GEORGE H. WYANT JR 0573840 AC
   LIT EDWARD J. WHERLAND 01281235 FD

2. Following named O are apptd to Base Aircraft Accident Committee to investigate accifd. accidoccurring 3 Jan 44 near Delle Utah. Auth Memo 150-9 Hq. 2AF 19 July 43. Board apptd by par 25 SO 358 this Hq 43, is hereby reld.

   DETAIL FOR THE BOARD
   COL EZRAEIL W. NAPIER 017968 AC
   LT COL WILLIS G. CARTER 0274929 AC
   LT COL HUGH D. WALLACE 021232 AC
   MAJ GORDON H. HAGGARD 0321772 MC
   CAPT HARRY E. LAWRENCE 0478257 AC
   CAPT GAYLE W. NAILE 0390351 AC
   CAPT MERLE B. CRUM 0426071 AC (Investigating O)

3. Following named O and EM, 457th Bomb Op (H), are trfd to 315th Base Hq & AB Sq. Auth AR 615-200.

   ZLT (1024) FRANK A. HUNTLEY 084668 AC
   S Sgt (748) Byron F. Cook Jr 3817242 T Sgt (757) Neil D. Buck 1901272
   S Sgt (757) Ernest E. Hunt 3918001 S Sgt (612) Junior L. Klaks 3254573

4. DONALD O. GAI
   ZLT AC 0873042

   IV of absence granted this O, Ded 1st Arys Comn Sq by par 23 SO 336 this Hq 43, is further extended 5 days. Auth TOX FCR2465 LAF Santa Monica Calif 5 Jan 44.

5. Franklin C. Kunze
   Sgt 16106096
   (escort)

   So much of par 8 SO 6 this Hq cs pertaining to this EM 315th Base Hq & AB Sq, on temp dy at San Francisco, Calif as reads "Leslie Kunze, T/5, 17092008" is amended to read "Sgt Franklin C. Kunze, 16106096."

6. HAROLD W. KIRKMAN
   ZLT AC 0867203

   So much of par 27 SO 6 this Hq cs as pertains to this O and reads "Upon completion this temp dy escort will proceed to AAB Rapid City SD in accordance with par 11 SO 6 this Hq cs" is amended to read "Upon completion this temp dy escort will return this sta."

7. EXTRACT. (Confidential).

8. EXTRACT

By order of LT COL CARTER:

MICHAEL J. HAN
CAPT AC
Adjutant

OFFICIAL: MICHAEL J. HAN
par 1-8 CAPT AC
SO 7 Adjutant -1-
SUBJECT: Weather Conditions During Aircraft Accident.

TO: Base Operations Officer, Army Air Base, Wendover, Utah.

1. At the request of the Base Operations Officer submitted below is a report on the weather conditions during the crash of a B-17 aircraft near Delta, Utah at approximately 1600 PWT on 3 January 1944.

2. The sky condition over Wendover from 1530 to 1630 PWT consisted of stratus overcast with bases at 10000 to 12000 MSL. The bases of these clouds lowered towards Salt Lake where precipitation ceilings of 500 feet were recorded during the same period. Salt Lake reported light rain showers and approximately one (1) mile visibility during the same period. Indications were that moderate turbulence and moderate icing existed in the clouds. The visibility at Wendover during the same period was greater than 10 miles. The surface winds were 10 miles per hour on the average and from the northwest.

3. The following are true copies of the sequences as reported by stations nearest the accident.

1530 PWT
DMV E6O@ 146/32/31¥4/992
SL N SPL 03170M P8091S- 152/26/25¥4/993/N3/4E151WT

1630
DMV E70@ 146/31/25¥4/12/992/ BINOVC
SL X SPL P803/48- 65/26/25¥5/994

JOHN J. WALTER
2nd Lt., Air Corps,
Assistant Station Weather Officer.
HEADQUARTERS
FOUR HUNDRED FIFTY SEVENTH BOMBARDMENT GROUP (H), AIR FORCES
OFFICE OF THE GROUP SURGEON
Wendover Field, Utah
3 January 1944

CERTIFICATE

This is to certify that the following listed officers and enlisted men
were physically examined on 3 January 1944 by Major Gordon H. Haggard, M.C.,
Surgeon of the 749th Squadron and were all found physically fit for flying
duty.

This examination took place 1130 of day of the flight which ended in a
-crash.

CREW AND PASSENGERS - AIRCRAFT B-17 42-25427

Pilot - Ashley, Hugh R., 1st Lt., A.C. 0-735499
Co-Pilot - Beshay, Marvin S., 2nd Lt., A.C. 0-977378
Navigator - Mokas, Clarence 2nd Lt., A.C. 0-797355
Bombardier - Woehl, John W., 2nd Lt., A.C. 0-739911
A/B - Labrozzi, Joseph (NMI) T/Sgt. 31133146
A/B - Cook, Byron, F. Jr., S/Sgt. 38713242
ROG - Buck, Neil D., S/Sgt. 19012372
A/B - Hunt, Ernest L., S/Sgt. 39126001
AG - Klahn, Junior L., S/Sgt. 32542734
AG - Timmons, Robert A., S/Sgt. 16089956

PASSENGERS
Huntley, Frank A., 2nd Lt., A.C. 0-804668

[Signature]

GORDON H. HAGGARD
Major, Medical Corps
GROUP SURGEON
HEADQUARTERS
457TH BOMBARDMENT GROUP (HV)
Office of the Operations Officer
AAB, Wendover Field, Utah

4 January 1944

SUBJECT: Pilot's briefing before the 457th Bombardment Group flight from AAB, Wendover Field, Utah, to Grand Island, Nebraska, 3 January 1944.

TO: Base Operations Officer, AAB, Wendover Field, Utah.

1. The undersigned hereby makes the following statements regarding pilots' briefing by Lt. Col. Hugh D. Wallace before the flight to Grand Island, Nebraska, on 3 January 1944. Squadron CO's were briefed on the following points and then briefed their respective crews on the same points:

   A. WEATHER: Pilots were briefed as to weather they might expect enroute and were advised of their alternate, Dalhart, Texas. Route and terminal forecasts were distributed to all pilots.

   B. PROCEDURE: Pilots were advised to circle the field, to climb to altitude at this point, then to head on course. They were directed to stay on top until possible to let down east of the Rockies.

   C. OPERATION: Pilots were thoroughly briefed regarding the use of deicer and anti-icer equipment, pitot heat, inter-coolers, increased RPM and power settings.

   D. PERSONAL SAFETY: Crews were reminded to wear parachutes at all times.

Robert E. Ensminger
Captain, Air Corps
Asst. Operations Officer
HEADQUARTERS ARMY AIR BASE
Office of the Operations Officer
Wendover Field, Utah

12 January 1944.

SUBJECT: Report of Aircraft Accident.

TO: Commanding General, Army Air Forces, Washington, D.C.
    Commanding Officer, 15th Operational Training Wing, Gowen Field,
    Boise, Idaho.

1. Total First Pilot Hours, needed on 1st Lt., Hugh R. Ashby as
   stated in Form #14, paragraphs thirty-eight (38) to and including paragraph
   forty-five (45), is not available at this time due to Lt. Hugh R. Ashby,
   Form #5 and Forms #1 and #A being burnt in crash. An effort is being made
   to get this information and will be forwarded as soon as possible.

2. Maintenance Records of aircraft B-17G serial No. 42-31547 were
   also destroyed in the crash. An effort is being made to get the last
   maintenance record from the 457th Bombardment Group (H) now at another base,
   and will be forwarded as soon as received.

MERLE B. CRUM,
Captain, Air Corps,
Accident Investigating Officer.
INCOMING MESSAGE
HEADQUARTERS ARMY AIR FORCES FOR ACTION A I C
OFFICE OF FLYING SAFETY FOR INFO O M
WINSTON-SALEM, NORTH CAROLINA FOR FILE M & R
DATE 7 JAN 44

WSAL 361 V ASVL 175 NR 2 P
FROM CARTER COAB WENDOVER FIELD UTAH 070502Z
TO CHIEF FLYING SAFETY MISSION BLGD WINSTON SALEM N C
GR NC
WVF ZO2783Z
6 JANUARY FOUR FOUR 2100Z

FOLLOWING ADDITIONAL INFORMATION SUBMITTED REGARDING B-17G SERIAL NO

42-31547 RPT B-17G SERIAL NO 42-31547 PD PILOT HUGH R ASHBY 1ST LT AC
2ND AF 457TH BB GP 749TH BB SQ WV AAS CWA WHICH CRASHED
APPROXIMATELY TWELVE MILES SOUTH WEST OD DELLE UTAH PD

AIRCRAFT LOCATED PD FOLLOWING LISTED PERSONNEL OF THIS AIRCRAFT MUST
BE CLASSIFIED AS FATAL PD

HUGH R ASHBY 1ST LT 0-735999 PILOT FATAL
MARVIN J BIBLE 2ND LT 0-747372 COPILOT FATAL
CLARENCE R MORRIS 2ND LT 0-797355 NAVIGATOR FATAL
JOHN W NEUMAN 2ND LT 0-735911 BOMBARDIER FATAL
JOSEPH BARBOZA T/SGT 31133146 ENGINEER FATAL
ROBERT A TIMMONS S/SGT 16065956 TAIL GUNNER FATAL

MEDICAL STAFF UNABLE TO IDENTIFY PERSONNEL ABOARD CRASHED AIRCRAFT PD
AIRCRAFT HIT SIDE OF MOUNTAIN AND EXPLODED CWA BURNING COMPLETELY PD
ENTIRE AREA SEARCHED BY GROUND SEARCHING PARTIES AND FROM THE AIR BY
AIRCRAFT THIS BASE PD POSSIBILITY OF ANY OF THE ABOVE LISTED CREW

18327-120-63
MEMBERS PARACHUTING OR STILL BEING ALIVE. NOT DISCREDITED PD AUTHORITY STATION COMMANDANT PD CAUSE NOT DETERMINED AS YET PD AUTHORITY STATION COMMANDANT PD NO DAMAGE TO PRIVATE PROPERTY PD AIRCRAFT WILL BE SURVEYED -PD END
INCORPORATED MESSAGE
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU
FOR INFO OFC MGMT
FOR FILE M & R

DATE 4 JANUARY 1944

WSAL361 V ARL 459 NR 20 PRY
FROM CARTER COAB WENDOVER FIELD UTAH 0409232
TO CHIEF FLYING SAFETY NISSEN BLDG WINSTON-SALEM NORTH CAROLINA

NO CK
WVF 20166 PD

A. 3 JANUARY 1944 APPROXIMATELY 2300Z LOCATION SIX MILES SOUTH WEST OF DELLE CMA UTAH PD AIRCRAFT NOT LOCATED AS YET PD

B. HUGH B. ASHBY 1ST A C 2ND AF 457TH BOMB GROUP /H/ 749TH BOMB SQ
WENDOVER ARMY AIR BASE PD

C. PROBABLY MATERIAL FAILURE CMA RADIO OPERATOR REPORTS RIGHT AILERON TORE OFF IN MID-AIR AND VIOLENT SHIMMY OF TAIL SURFACES PD
AUTHORITY BASE OPERATIONS OFFICER PD AIRCRAFT WENT INTO STEEP SPIRAL TO LEFT AND CRASHED IN MOUNTAIN PD

D. HUGH R. ASHBY 1ST LT O-735499 PILOT PROBABLE FATAL PD

MARVIN J BIBLE 2ND LT O-747372 COPILOT PROBABLE FATAL PD
CLARENCE R. MCRAS 2ND LT O-797355 NAVIGATOR PROBABLE FATAL PD
JOHN W NEWMAN 2ND LT O-735911 BOMBARDIER PROBABLE FATAL PD
FRANK A. HUNLEY 2ND LT O-804668 PASSENGER MAJOR INJURIES PD
JOSEPH BARBOZA T/Sgt 31133146 ENGINEER PROBABLE FATAL PD
BYRON F. COOK T/Sgt 38171242 ASSISTANT ENGINEER MINOR INJURIES PD
NEIL D. BUCK T/Sgt 19012372 RADIO OPERATOR MINOR INJURIES PD
EARNEST E. HUNT T/Sgt 39189001 ASSISTANT RADIO OPERATOR MINOR INJURIES PD

4/4 = 2738

1521243
INCOMING MESSAGE
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AIU
FOR INFO OFC MGMT
FOR FILE M & R

DATE 4 JAN 1944

CONTINUED FROM MSG NR26 PAGE TWO...

6d JUNIOR L KLAHS S/SGT 32549734 ARMOR GUNNER MINOR INJURIES PD
6f ROBERT A TIMMONS S/SGT 16035956 TAIL GUNNER PROBABLE FATAL
5E CROSS COUNTRY FLIGHT TO GRAND ISLAND NEBRASKA 457TH BOMB GROUP
MOVEING TO NEW BASE PD

6f CEILING OF WENDOVER ESTIMATED 6000 FEET OVERCAST CMA VISIBILITY SEVEN
TO TEN MILES

CMA SURFACE WIND NORTHWESTERLY SIX TO TWELVE MILES PER MILE PD CEILING
AT SALT LAKE 700 TO 800 FEET OVERCAST CMA VISIBILITY RESTRICTED
TO 3/4 TO 1 MILE IN LIGHT SNOW CMA SURFACE WIND NORTHERLY FIVE TO EIGHT
MILES PER HOUR PD

G. B17-G SER NO 42-31547 RPT B17-G SER NO 42-31547 PD

H. WENDOVER ARMY AIR BASE WENDOVER UTAH PD

I. AIRCRAFT PROBABLE COMPLETE WRECK PD

J. PROBABLE MATERIAL FAILURE PD CREW MEMBERS RESCUED REPORT LOSS OF
RIGHT AILERON AND VIOLENT SHIMMY IN MID-AIR PD

K. TO BE TURNED OVER TO DEPOT FOR PROBABLE SURVEY PD

L. NONE M. AFACG NOTIFIED

N. NOT AVAILABLE AT THIS TIME PD RECORDS OF GROUP IN TRANSIT TO NEW BASE
PD LINE CHIEF REPORTS AIRCRAFT HAD NOT LOGED 50HRS AS YET BEST OF HIS
KNOWLEDGE PD END

NR26/ES.
INCOMING MESSAGE
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA
FOR ACTION A I U
FOR INFO D E C M G U T
FOR FILE M A R
DATE 5 JANUARY 1944

MSF 48 ARL 234 5 JAN 44
FM FLYING SAFETY WASHINGTON DC
TO CHIEF FLYING SAFETY WINSTONSALEM, NC
BRIEF OF AIRCRAFT ACCIDENT NO 2491

A 3 JANUARY 44 APPROXIMATELY 2300Z
B SIX MILES SOUTHWEST OF DELLE, UTAH
C 1ST LT HUGH B ASHBY
D 749 BOMB SQ, 457 BOMB GP, 2 AF, AAB, WENDOVER, UTAH
E SPIRALED AND CRASHED INTO MOUNTAIN
F PROBABLE MATERIEL FAILURE
G PILOT, COPILOT, MARVIN J BIBLE, NAVIGATOR, 2ND LT CLARENCE
R MCRAE, BOMBARDIER, 2ND LT JOHN W NEWMAN, ENGINEER, T/SGT
JOSEPH BARSOZA, TAIL GUNNER, SGT ROBERT A TIMMONS - ALL FATAL.
PASSenger, 2ND LT FRANK A HUNTLY MAJOR INJURIES, ASST ENGINEER,
S/SGT BYRON F COOK JR ASST RADIO OPERATOR, T/SGT NEIL D BUCK
RADIO OPERATOR, T/SGT EARNEST E HUNT, ARMOR GUNNER, S/SGT JUNIOR
L KLAHS MINOR INJURIES
H CROSS COUNTRY FLIGHT TO GRAND ISLAND, NEBRASKA
I CEILING AT WENDOVER ESTIMATED 6000 FEET, OVERCAST, VISIBILITY 7 MILES
TO 10 MILES, SURFACE WIND NORTHWESTERLY 6 TO 12 MILES PER HOUR CEILING
AT SALT LAKE 700 TO 800 FEET OVERCAST VISIBILITY RESTRICTED TO 3/4
TO 1 MILES IN LIGHT SNOW, SURFACE WIND NORTHERLY 5 TO 8 MPH
J  B-17C /42-31547/ 457 BOMB GP, 2 AF, AAB, WENDOVER, UTAH
K  PROBABLE COMPLETE WRECK
L
M  CREW MEMBERS RESCUED, REPORT LOSS OF RIGHT AILERON AND VIOLENT
   SHIMMY IN MID-AIR AIRCRAFT WENT INTO STEEP SPIRAL AND CRASHED INTO
   MOUNTAIN
N  TELETYPE

PRICE

SENT AT 2006Z DEW

#154/2009Z/DLL
INCOMING MESSAGE
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

DATE 11 JAN 44

MSG 2 ARL 234 11 JAN 44
FM FLYING SAFETY WASHINGTON D.C.
TO CHIEF FLYING SAFETY WINSTON-SALEM N.C.

BRIEF OF AIRCRAFT ACCIDENT NO 2647 REF NO 2491

A 3 JANUARY 44 - APPROX 2300Z
B SIX MILES SOUTHWEST OF DELLE, UTAH
C 1ST LT HUGH B ASHBY
D 742 BOMB SQ, 457 BOMB GP, 2 AF, AAB, WENDOVER, UTAH
E SPIELED AND BRASHED INTO MOUNTAIN
F PROBABLE MATERIEL FAILURE
G PILOT, OAKO-PILOT MARVIN J BIBLE, NAVIGATOR 2ND LT CLARENCE R MORAE,
BOMBARDIER 2ND LT JOHN W NEWMAN, ENGINEER T/SGT JOSEPH BARSOZA,
TAIL GUNNER S/SGT ROBERT A TIMMONS - FATAL. PASSENGER 2ND LT FRANK
A HUNTLY - MAJOR INJURIES. ASST ENGINEER S/SGT BYRON F COOK, JR
ASST RADIO OPERATOR T/SGT NEIL D BUCK, RADIO OPERATOR T/SGT EARNEST
E HUNG, ARMOR GUNER S/SGT JUNIO L KLAHS - MINOR INJURIES/

H CROSS COUNTRY FLIGHT TO GRAND ISLAND, NEBR.

I CEILING AT WENDOVER ESTIMATED 6000 FT, OVERCAST, VISIBILITY 7 MILES
TO 10 MILES, SURFACE WIND NORTHWESTERLY 6 TO 12 MPH. CEILING AT
SALT LAKE 700 TO 800 FT OVERCAST VISIBILITY RESTRICTED TO 3/4 TO
1 MILE IN LIGHT SNOW, SURFACE WIND NORTHERLY 5 TO 8 MPH.

J B-17G 42-31547 457 BOMB GP, 2 AF, AAB, WENDOVER, UTAH
K COMPLETE WRECK, BURNED
INCOMING MESSAGE
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION
FOR INFO
FOR FILE

DATE

TELEGRAM

ADM NET

PAGE 2

M CREW MEMBERS RESCURED REPORTED LOSS OF RIGHTAILERON AND VIOLENT
SHIMMY IN MID-AIR. PLANE HIT SIDE OF MOUNTAIN AND EXPLODED, BURNING
COMPLETELY. ENTIRE AREA SEARCHED BY AIRCRAFT. UNABLE TO IDENTIFY
FATAL PERSONNEL ABOARD CRASHED AIRCRAFT AND THE POSSIBILITY OF ANY
OF THEM PARACHUTING OR STILL BEING ALIVE IS DISCREDITED.

N TELETYPED

PRICE

SENT AT 1420 Z MH

#48/14252/BRR
FROM ESTES FLYING SAFETY WASHINGTON DC 271592
TO CHIEF FLYING SAFETY WINSTON-SALEM, NORTH CAROLINA
BRIEF OF AIRCRAFT ACCIDENT NO. 3186 REF NO. 2491 & 2647
A 3 JAN 44 APPROX 2300Z
C 1ST LT HUGH B ASHBY
D 742 BOMB SQ, 457 BOMB GP, 2 AF, AAB WENDOVER, UTAH
E SPIRALED AND CRASHED INTO MOUNTAIN
E PROBABLE MATERIEL FAILURE
F PILOT, CO-PILOT MARVIN J BIBLE, NAVIGATOR 2ND LT CLARENCE R MCRAE,
BOMBARDOER 2ND LT JOHN W HANNAH, ENGINEER T/SGT JOSEPH BARECOZA,
TAIL GUNNER S/Sgt ROBERT A TIMMONS-PATHAL. PASSENGER 2ND LT FRANK
A HUNTLY-MAJOR INJURY, USED PARACHUTE. ASST ENGINEER S/Sgt BYRON
F COOK, JR, ASST RADIO OPERATOR T/Sgt NEIL D BUCK, RADIO OPERATOR
T/Sgt EARNEST E HUNT, ARMORER GUNNER S/Sgt JUNIOR L KLANS
MINOR INJURY, USED PARACHUTE.
G CROSS COUNTRY FLIGHT TO GRAND ISLAND, NEBRASKA
H CEILING AT WENDOVER ESTIMATED 6000 FT., OVERCAST, VISIBILITY 7 MILES TO 10
MILES, SURFACE WIND NORTHWESTERLY 6 TO 12 MPH. CEILING AT SALT LAKE 700 TO
800 FT , OVERCAST, VISIBILITY RESTRICTED TO 3/4 TO 1 MILE IN LIGHT SNOW, S
SURFACE WIND NORTHERLY 5 TO 8 MPH
I B-17E REPEAT B-17C 42-31547. 457 BOMB GP, 2 AF, AAB, WENDOVER, UTAH
J COMPLETE WRECK, BURNT

1 3 8
INCOMING MESSAGE
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA
FOR ACTION
FOR INFO
FOR FILE

DATE

T.W.X.  TELEGRAM  ADM NET

M CREW MEMBERS RESCUED REPORTED LOSS RIGHTAILERON AND VIOLENT
SHIMMY IN MID-AIR. PLANE HIT SIDE OF MOUNTAIN AD EXPLODED, BURNING
COMPLETELY.

N TELETYPE

20412

#109/RR/2045 2
RESTRICTED

BRIEF OF ACCIDENT REPORT
SUBMITTED BY 1st LT. DAVID J. SCGONS, A. I. C.

DATE: 3 January 1944
TIME: 1600

LOCATION: 12 Miles South West of Bena, Utah

PILOT: 1st Lt. Hugh R. Ashby, Serial No. C-795499

AIRCRAFT: B-17G, 44-321547

HOME STATION: AAB, Wendover Field, Utah

ORGANIZATION: 15th Wing, 457th Bomb Group, 749th Bombardment Sq. (III), 2nd AF

RESULTS: Airplane: Completely Demolished
Crew: 11 aboard, 6 fatal, 5 minor injuries

NARRATIVE: Subject aircraft took off at 1430 PST from Wendover Field, Wendover, Utah on an instrument clearance for Grand Island, Nebraska. This was a two-fold mission, cross-country training and movement of group to Grand Island, Nebraska. The aircraft circled the field until ARC clearance was received and then proceeded on course, climbing into the overcast. As the ship proceeded into the overcast it stalled and fell off into a spin. The pilot recovered from spin in a very rough manner. He came out under the overcast. The pilot told the crew he thought that ice had caused the ship to stall. He then started through the overcast again and as the ship approached the top of the overcast, it stalled and went into a spin for the second time. The pilot recovered but in so doing, the right aileron tore off and struck the rear horizontal stabilizer. Five crew members bailed out and parachuted safely to the ground. The pilot and the remaining crew members remained with the ship which crashed into a mountainside and burned.

INVESTIGATION DISCLOSED:
1. 1st Lt. Hugh R. Ashby was a rated instrument check pilot and held a white instrument card.
2. Lt. Huntley, a first pilot himself but riding as a passenger on this trip, states that he was in the cockpit at the beginning of the flight and personally testified that the ailerons and rudder were turned on before pilot ever entered overcast.
3. After recovery from the first spin, the radio operator, by interphone, asked the pilot what the trouble was, to which he says the pilot replied that he did not know but thought it was ice. The radioman then looked at the leading edges of the tail surfaces and saw no ice. The pilot then stated he was going to try it again.
4. Just before second spin, radio operator heard navigator ask pilot on interphone to increase air speed.
5. Second spin occurred just as ship was beginning to break out at top of overcast, or at least was near enough to the top that passengers could see that they were going to break out soon.
6. Radio operator states that on a previous occasion in Texas while riding with this pilot, the ship stalled at an altitude above 20,000 feet, fell over in a dive, and recovered finally after a long fall.

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