

514

Accident No. 44-4-21-514

Date

Checked by Ym 5-15-44

Analyzed by MS 5-17-44

Copied for Wright
Field by _____

Notes _____

1225:9-43

NAME Pennsylvania
AIR FORCE & COM. 8
GROUP NO. 457
GROUP TYPE BH
AIRCRAFT CODE 1

1020:6-43

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

USAAF STATION NO. 119.

(1) Place Parks Farm near Hoxne (2) Date 21 April 1944 (3) Time 1415
AIRCRAFT: (4) Type and model B-17 G 42 (5) A. F. No. 297236 (6) Station AAF Station # 130
Organization: (7) 8th AF (8) 457th (H) (9) 748th (H) Y337

PERSONNEL

DUITY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRA-CH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
d P	OWEN B. COFFMAN	P	0-753330	2nd Lt.	1801	AC	8th	Fatal	None
ot SP	STEWART BARNES	CP	0-81429	2nd Lt.	1800	AC	8th	"	"
65 N	JOSEPH J. PADDOCK	N	0-698333	2nd Lt.	1801	AC	8th	"	"
61 B	LOWELL D. BAKER	B	0-756851	2nd Lt.	1801	AC	8th	"	"
TTC	LEROY L. LOGAN	E	37186896	S/SGT	38 20	AC	8th	"	"
RWC	DONALD L. MOORE	AE	35700386	Sgt	38 20	AC	8th	"	"
BTG	JAMES G. HILTY	AG	15080498	Sgt	38 20	AC	8th	"	"
71 RO	LLOYD E. LARSON	RO	37656423	S/sgt	38 20	AC	8th	Minor	2 Yes B
LWG	MORRIS R. WALKER	ARO	38412433	Sgt	38 20	AC	8th	"	2 Yes B
TG	JOHN P. MEDICA	AAG	32632868	Sgt	38 20	AC	8th	"	2 Yes B

PILOT CHARGED WITH ACCIDENT

(20) COFFMAN OWEN B. (21) 0-753330 (22) 2nd Lt. (23) 1801 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th AF, 8th AC (26) 457th (27) 748th (H) (28) AAF Station 130
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF, 8th BC (30) 457th (31) 748th (H) (32) AAF Station 130
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) Aug/43 Present rating (35) P (36) Aug/43 Instrument rating (37) 24 Jan./44
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type B-17 107:25 (42) Instrument time last 6 months 19:25
(39) This model B-17 G 18:25 (43) Instrument time last 30 days 2:00
(40) Last 90 days 48:50 (44) Night time last 6 months 50:00
(41) Total 107:25 (45) Night time last 30 days 90:00

AIRCRAFT DAMAGE

CLASSIFICATION CANCELLED OR OBSOLETE
BY FCJ DATE 2-26-46
RESTRICTED

DAMAGE	1	2	3	4	5
(46) Aircraft	5				
(47) Engine(s)	5	5	5	5	
(48) Propeller(s)	3	3	3	3	

COMPLETE WRECK

(50) Weather at the time of accident 3/10 cumulus at 3000 ft. 10/10 at 8000 ft. going up to 15,000 ft. Multi layers of strataform clouds. Occluded Front, stable air.

(51) Was the pilot flying on instruments at the time of accident Yes.
(52) Cleared from Station # 110 (53) To Station 130 (54) Kind of clearance Operational 2

(55) Pilot's mission Operational Combat Mission, to join Formation on top of 06 overcast.

(56) Nature of accident Disintegration of aircraft. Tail came off.

(57) Cause of accident Pilot was flying on instruments in clouds, hit violent prop wash throwing him into dive. Pilot tried to recover too fast, causing so much strain on tail section it broke off at tail wheel.

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10
13
51

DESCRIPTION OF ACCIDENT

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

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Aircraft # 42-97236 took off at 1419 to join formation above overcast. They entered clouds at about 8,000 ft and continued climb on instruments. Pilot had just had interphone oxygen check at 15,000 ft when the ship hit violent turbulent air probably prop wash, throwing the ship into a dive. The pilot still on instruments and in clouds, attempted a fast recovery putting such a strain on the tail section it tore off. Tail gunner, who parachuted to safety, felt one bump followed by a great pressure on him, no doubt caused by the fast recovery, then another surging bump when the tail broke off. The fuselage parted just between the tail wheel and the main entrance door. The crew did not attach their parachutes, and the ball turret gunner was in his turret while the ship ascended through clouds, there was a scramble for their parachutes and although most of the men got out of plane before it crashed, all except the left waist gunner, Radio Operator and Tail gunner were seconds late getting out and pulling their ripcords. The tail gunner jumped out where the aircraft had parted. The Radio Operator and Left Waist Gunner escaped through the main entrance door. The right waist gunner apparently was knocked out by the first bump and never got out of plane. The pilot and co-pilot stayed with the ship trying to get it under control. The ship went into the ground nose first at about 45° angle with full load of bombs and full load of gas including full tokys. It hit with a tremendous explosion. The radio operator at about five thousand feet, coming down in a parachute almost directly overhead where plane hit was pushed higher into air from concussion. It is apparent that the pilot had had little instrument time and not versed on the possibility of overcontrolling a fortress, especially with such a heavy load and such a quick recovery when coming out of a dive. Then too had the crew had their parachutes attached prior to their entry into the clouds, without a doubt more of the crew members would have escaped.

Upon inspection of wrecked aircraft no evidence of sabotage was present.

CC: [unclear]
 CC: [unclear]
 CC: [unclear]
 CC: [unclear]

CC: [unclear]
 CC: [unclear]
 CC: [unclear]
 CC: [unclear]

10590 pilot

Member *Clarence D. Fields*
 Major, Air Corps,
 Engineering Officer.

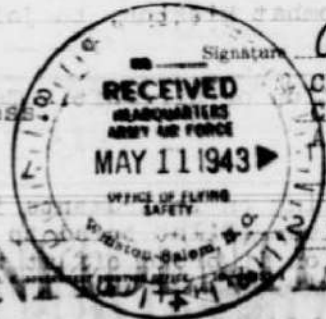
David T. McKnight
 Pres. DAVID T. MCKNIGHT,
 Lt. Col., Air Corps,
 Air Executive.

Harry G. Mumford
 Member HARRY G. MUMFORD,
 Lt Col., Air Corps,
 Operations Officer.

Exhibits:

- "A" Photographs
- "B" Statement of Witness.

Charles E. Tucker
 CHARLES E. TUCKER,
 Capt., Air Corps,
 Asst Operations Officer.



Date 26 April 1944.

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WITNESS STATEMENT

21 April 1944.

I was on a hardstand on Horham Air Base when racing engines attracted my attention over head. About two miles North and about eight thousand feet a B-17 came spinning out of the clouds without a tail section. The tail section was just above plane; a chute was seen coming out of it. The plane spiraled, then seemed to level out for a few seconds as the pilot manipulated engines trying to get aircraft under control. Two more chutes were seen coming out of plane. Just before plane hit four more men came out of plane but too late to open parachutes. Plane hit with a tremendous explosion, flames roared up to 1500 feet.

Charles E. Tucker

CHARLES E. TUCKER,
Capt., Air Corps,
Asst Operations Officer.

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(6AD-30-7100)(21-4-44)(297236-457GP-B17)
(BOMB-CRATER)