

521

Accident No. 15-12-23-521

Date 1-27-45

Checked by MSS

Analyzed by _____

Copied for Wright
Filed by _____

Notes _____

390916-4075

RESTRICTED

ACCIDENT No.

SECRET
By Authority of
C.O. STA. 930
Initials *JAC*
2/15/43

1-20-45
01-001
Blk 4
Y235-2

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

A8

(1) Place 2 Miles North of Great Rollerton (2) Date 23 December 1944 (3) Time 1745
AIRCRAFT: (4) Type and model B 17G DO (5) A. F. No. 43-38812 (6) Station AAF 130
Organization: (7) 8th AF (8) 457th (9) 749th
(Command and Air Force) (Group) (Squadron)
PERSONNEL BH Y337

DUTY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
<u>P</u>	<u>HENDRICKSON, CLIFFORD</u>	<u>P</u>	<u>0-812261</u>	<u>2nd Lt.</u>	<u>N7</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>CP</u>	<u>GRAVES, WALTER</u>	<u>CP</u>	<u>0-825619</u>	<u>2nd Lt.</u>	<u>N7</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>N</u>	<u>KILMER, JOSEPH L.</u>	<u>N</u>	<u>T-129699</u>	<u>F/O</u>	<u>N7</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>B</u>	<u>WILLIAMS, DAVID E.</u>	<u>B</u>	<u>T-129575</u>	<u>F/O</u>	<u>N7</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>ENG</u>	<u>BRUER, GEORGE H.</u>		<u>11058137</u>	<u>Sgt.</u>	<u>38</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>BO</u>	<u>RIEDEL, ROBERT H.</u>		<u>35061926</u>	<u>Sgt.</u>	<u>38</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>BT</u>	<u>HAWLEY, GEORGE B.</u>		<u>37625229</u>	<u>Sgt.</u>	<u>38</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>CO</u>	<u>FITZGERALD, EDMUND T.</u>		<u>31366494</u>	<u>Sgt.</u>	<u>38</u>	<u>AC</u>	<u>8th</u>	<u>Fatal</u>	<u>None</u>
<u>CO</u>	<u>HEINRICH, CLIFFORD T.</u>		<u>36901428</u>	<u>Sgt.</u>	<u>38</u>	<u>AC</u>	<u>8th</u>	<u>Major</u>	<u>None</u>

(20) HENDRICKSON, CLIFFORD (NLI) (21) 0-812261 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th AF (26) 457th BH (27) 749th (28) AAF 130 Y337
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF (30) 457th (31) 749th (32) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1 Oct 1943 (35) Pilot (36) 1 Oct 43 (37) 19 July 44
(Rating) (Date) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident) OR NF TO - 1 (2)
(38) This type B 17 42:50 (42) Instrument time last 6 months 10:00
(39) This model B 17 G 39:00 (43) Instrument time last 30 days 8:00
(40) Last 90 days 35:35 (44) Night time last 6 months 6:00
(41) Total 12:50 (45) Night time last 30 days 1:00

props

DAMAGE		AIRCRAFT DAMAGE	
(46) Aircraft	<u>W</u> <u>4</u>	(49) Total destruction	<u>4</u>
(47) Engine(s)	<u>W</u> <u>8</u> <u>8</u> <u>8</u> <u>8</u>		
(48) Propeller(s)	<u>W</u> <u>8</u> <u>8</u> <u>8</u> <u>8</u>		

CLASSIFICATION CANCELLED OR CHANGED
TO **RESTRICTED**
(49) LIST OF DAMAGED PARTS
BY AUTHORITY OF CG, AAF
BY ECA DATE 2/16/46

(50) Weather at the time of accident Visibility 2000 yards in haze. Clouds 3/10 at 1500 feet, 10/10 at 2500 feet, light variable winds. NP

(51) Was the pilot flying on instruments at the time of accident Yes
(52) Cleared from RAF Postreath (53) To AAF Station 130 (54) Kind of clearance Non-Operational 2

(55) Pilot's mission Return to home base from dispersal field at which A/C landed after combat mission of 19 December 1944.

(56) Nature of accident While making an instrument landing, the aircraft flew into the ground causing complete destruction to the aircraft and fatal injuries to all but one of the crew. III C

(57) Cause of accident The cause of this accident is attributed to the fact that the pilot was lost and let down in an area 500 feet more above sea level than the field of intended landing.

(58) Form 24 not submitted.

RESTRICTED

Incl 1

Y337
3-2

SECRET
DESCRIPTION OF ACCIDENT

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

Narrative - On 23 December 1944, Lt. Hendrickson and crew had been cleared from Portreath, a diversion field, to Glatton, the home station. Far off course and apparently lost, the aircraft was flown into the ground, causing complete destruction of the ship and fatal injuries to all but one of the crew.

jak

Responsibility - Seventy five (75) percent of the responsibility for this accident is attributed to pilot error, in that Lt. HENDRICKSON apparently let down not knowing his position and made no provision for an emergency pull up. The other twenty five (25) percent is attributed to the weather.

Recommendation - It is recommended that pilots and navigators use all available navigational aids at their disposal in checking their positions. All pilots have been again cautioned to use extreme care in making an instrument let down.



Ord. L. Fran
ROD L. FRANCIS,
Lt. Col., Air Corps,
A/C Accident Committee

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

Signature *James A. Maguire*
JAMES A. MAGUIRE,
Major, Air Corps,
A/C Accident Officer.

Date 2 January 1945

SECRET

SECRET

From:- Senior Flying Control Officer, R.A.F. Moreton-in-Marsh.

To:- Officer Commanding, R.A.F. Station, Moreton-in-Marsh.

Date:- 25th December, 1944.

CRASH: FORTRESS 338812

I was duty Flying Control Officer at R.A.F. Moreton-in-Marsh from 18.20 hours on Saturday 23rd December, 1944.

At 18.50 hrs I was informed by the Chief Observer, Royal Observer Corps at Long Compton, that they suspected a crash in their neighbourhood.

The Station Fire Tender, Ambulance, Medical Officer and Engineer Officer with crane and rescue tackle were immediately contacted and despatched. The crash was located and proved to be Fortress 338812.

No W/T or R/T contact was made with this aircraft, nor was any call received from it. No report of an aircraft being in distress in the neighbourhood had been received. No diversions were expected.

The weather at 18.00 hours at Moreton was observed as:-

Cloud 10/10 at 600'
Visibility 900 yards
Surface Wind: NE - 7 m.p.h.
Colour: RED.

At 1900 hrs the weather was observed as:

Cloud 9/10 at 600. 10/10 at 1500
Visibility 1200 yards
Surface wind NE/4
Colour: RED.

SECRET

Arnell

Senior Flying Control Officer.

SECRET

HEADQUARTERS 457TH BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF STATION 130

E-B-2

2 January 1945

SUBJECT: Accident A/C 43-38812.

TO : Whom it may Concern.

1. Eye witness statements, and photographs of this accident were not available.

James A. Maguire
JAMES A. MAGUIRE,
Major, Air Corps,
A/C Accident O.

SECRET

SECRET

SECRET

Auth. C. G. 8th A.F.

Init. *JSM*

Date: 14 JAN 1945

360.33

1st Wrapper Ind.

E-V-4

Hq, Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y.

14 JAN 1945

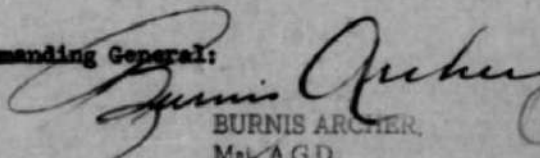
TO: Chief, Flying Safety, AAF, Winston-Salem 1, N.C.

1. Transmitted herewith WDAAF Form No. 14 and allied papers on the following aircraft accident:-

a. 2nd Lt. Clifford (NMI) Hendrickson, B-17G number 43-38812.

2. Concur.

For the Commanding General:



BURNIS ARCHER,
Maj. A.G.D.
Asst. Adj. Gen.

(6)
AFS

✓ 1 Incl:

As above.

- 1 -

SECRET

100-5647