

513

Accident No. 45-9-10-513

Date

Checked by GM 10-9-44

Analyzed by \_\_\_\_\_

Copied for Wright  
Field by W. Cox

Notes ~~att. 7/15/44~~

1225:9-43

**RESTRICTED** **RESTRICTED**  
WAR DEPARTMENT

U. S. ARMY AIR FORCES  
**REPORT OF AIRCRAFT ACCIDENT**

15-9-10-513  
4

(1) Place Over St. Quentin, France (2) Date 10 Sept. 1944 (3) Time 1010 hours  
AIRCRAFT: (4) Type and model B-17C 470 (5) A. F. No. 42-27488 (6) Station AAF 130  
Organization: (7) 8th AF (8) 457th (9) 751st  
(Command and Air Force) (Group) (Squadron)

**PERSONNEL**

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT OF PERSONNEL	TYPE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	PASSMORE, HOMER W.	P	0-798390	2nd Lt.	19	AC	8th AF	Unknown	Unknown
CP	ESSED, GERALD W.	CP	0-704908	2nd Lt.	19	AC	8th AF	Unknown	Unknown
W	PAGE, JEROME W.	W	0-2034287	2nd Lt.	19	AC	8th AF	Unknown	Yes G
R	LONG, MILTON R.	R	0-712184	2nd Lt.	19	AC	8th AF	Unknown	Unknown
TT	TAYLOR, HERMAN E.		32578901	S/Sgt	38	AC	8th AF	Unknown	Unknown
SO	MINNEN, WADE J. (MOSEN)		39912271	S/Sgt	38	AC	8th AF	Unknown	Unknown
ST	PAULS, JAMES H.		30597441	Sgt	38	AC	8th AF	Unknown	Unknown
TC	CHYMERINSKY, JACOB Z.		32878850	Sgt	38	AC	8th AF	Minor	Yes G
TH	ABEL, ELMER H.		30095842	Sgt	38	AC	8th AF	Major	Unknown

**PILOT CHANGED WITH ACCIDENT.**

(20) PASSMORE HOMER W. (21) 0-798390 (22) 2nd Lt. (23) 19 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th AF (26) 457th BH 751st (28) AAF 130  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) 8th AF (30) 457th (31) 751st (32) AAF 130  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) Pilot (34) 19-2-43 Present rating (35) Pilot (36) 19-2-43 Instrument rating (37) 9 Mar. 1944  
(Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT KNOWS:**

(at the time of the accident)  
(38) This type B-17 (39) Instrument time last 6 months 06 AAF 03:15  
(40) This model 470 (41) Instrument time last 30 days 01:00  
(42) Last 90 days 01:21 (43) Night flight last 6 months DATE 2-15-46 01:05  
(44) Total 01:20 (45) Night time last 30 days 01:00

**AIRCRAFT DAMAGE ASSESSMENT CANCELLED OR CHANGED**

DAMAGE	TO (SEE LIST OF DAMAGED PARTS)
(46) Aircraft <u>W</u>	Unknown
(47) Engine(s) <u>W</u>	BY AUTHORITY OF <b>RESTRICTED</b>
(48) Propeller(s) <u>W</u>	BY _____ DATE _____

(50) Weather at the time of accident Visibility 15 - 20 miles. 3/10 - 5/10 clouds. Tops 6000 - 8000 ft. Wind 260 degrees at 45 knots.

(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 Aerial collision. Aircraft #42-27488, flying in the same formation, pulled up in front of aircraft #42-27481. The #3 propeller of aircraft #42-27481 severed the rear half of the fuselage of aircraft #42-27488.

(57) Cause of accident Unknown.

(58) AAF Form 54 not submitted.

Incl. #3.

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DESCRIPTION OF ACCIDENT

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

DESCRIPTION OF ACCIDENT:

Lt. GAY, in aircraft #42-97451, was flying in the #3 position of the low squadron, High Box. Lt. PASSMORE, in aircraft #42-97456, was flying in the #6 position of the low squadron, High Box. Lt. GAY was lagging slightly behind and Lt. PASSMORE was flying directly below him. For reasons unknown Lt. PASSMORE pulled up sharply and his ship was cut in two just forward of the vertical fin by the #3 propeller of Lt. GAY's aircraft. Lt. PASSMORE's Navigator and Tail Gunner parachuted safely, but other members of the crew are still missing in action. Lt. GAY's Navigator and Bombardier parachuted safely after the collision, while the remainder of the crew returned to base in the damaged aircraft.

CONCLUSION:

Responsibility for this accident is attributed 100% to personnel error. The pilot, Lt. PASSMORE, in aircraft #42-97456, due to poor formation flying technique, pulled up sharply and as a result, had the tail of his aircraft cut off by the prop of 42-97451 flying over him.

RECOMMENDATION:

That pilots be indoctrinated with the extreme importance of maintaining adequate clearance while flying in formation.

*Rod L. Francis*  
ROD L. FRANCIS,  
Major, Air Corps,  
Aircraft Accident Committee.

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

*Leroy M. Watson, Jr.*  
Signature \_\_\_\_\_  
(Investigating Officer)  
LEROY M. WATSON, JR.,  
Major, Air Corps,  
Aircraft Accident Committee.

Date 10 September 1944

No 105 USAFFF-8-43/25W/13350  
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Accident No. *2 plane*

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

45-9183  
45-9-10-513

(1) Place *Over St. Quentin, France.* (2) Date *10 Sept. 1944* (3) Time *1010 hours.*  
AIRCRAFT: (4) Type and model *B-17G 240* (5) A. F. No. *42-27451* (6) Station *AAF 130*  
Organization: (7) *8th AF* (8) *457th* (9) *751st*  
(Command and Air Force) (Group) (Squadron)

PERSONNEL *BH*

DATE	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)
<i>01</i>	<i>P</i> GAY, HAROLD D.	<i>P</i>	<i>0-750821</i>	<i>1st Lt.</i>	<i>18</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>None</i>
<i>04</i>	<i>CP</i> JOHNSON, EARL M.	<i>CP</i>	<i>0-822036</i>	<i>2nd Lt.</i>	<i>18</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>None</i>
<i>05</i>	<i>N</i> SALE, WALTER H.	<i>N</i>	<i>0-710154</i>	<i>2nd Lt.</i>	<i>18</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>Yes B</i>
<i>06</i>	<i>B</i> MORTON, FABIAN F.	<i>B</i>	<i>0-771870</i>	<i>2nd Lt.</i>	<i>18</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>Yes B</i>
<i>07</i>	<i>TT</i> BECK, ARTHUR G.		<i>34770020</i>	<i>T/ser.</i>	<i>18</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>None</i>
<i>08</i>	<i>PO</i> ANDERSON, DONALD F.		<i>37477651</i>	<i>T/ser.</i>	<i>38</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>None</i>
<i>09</i>	<i>ST</i> ROBINSONVILLE, ARTHUR G.		<i>32487765</i>	<i>S/ser.</i>	<i>38</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>None</i>
<i>10</i>	<i>TL</i> THOMAS, MC DUFF		<i>38374748</i>	<i>S/ser.</i>	<i>38</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>None</i>
<i>11</i>	<i>WI</i> THORNTON, HARRY A.		<i>37324848</i>	<i>S/ser.</i>	<i>38</i>	<i>AC</i>	<i>8th AF</i>	<i>None</i>	<i>None</i>

PILOT CHANGED WITH ACCIDENT

(20) *GAY* *HAROLD* *D.* (21) *0-750821* (22) *1st Lt.* (23) *18* (24) *AC*  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) *8th AF* (26) *457th* (27) *751st* (28) *AAF 130*  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) *8th AF* (30) *457th* (31) *751st* (32) *AAF 130*  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) *Pilot* (34) *21-5-43* Present rating (35) *Pilot* (36) *21-5-43* Instrument rating (37) *14-2-44*  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type *B-17* *457:50* (39) Instrument time last 6 months *1:00*  
(39) This model *B-17G* *240:30* (40) Instrument time last 30 days *0:00*  
(40) Last 90 days *157:50* (41) Night time last 6 months *38:25*  
(41) Total *609:50* (42) Night time last 30 days *1:00*

AIRCRAFT DAMAGE *NF*

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <i>1</i>	Inner wing panel damaged beyond repair. Fuselage
(47) Engine(s) <i>1</i>	Sudden stoppage. Internal damage. repairable.
(48) Propeller(s) <i>1</i>	All 3 blades bent on #3 prop.

(49) Weather at the time of accident *Visibility 15 - 20 miles. 3/10 - 5/10 clouds. Tops 6000 - 8000 ft. Wind 260 degrees at 45 knots.*

(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 *Aerial collision. Aircraft #2-97456, flying in the same formation, pulled up in front of aircraft #2-97451. The #3 propeller of aircraft #2-97451 severed the rear half of the fuselage of aircraft #2-97456.*

(57) Cause of accident *Unknown.*

(58) AAF Form 51 not submitted.



*Incl #2-*

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## DESCRIPTION OF ACCIDENT

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

### DESCRIPTION OF ACCIDENT:

Lt. GAY, in aircraft #42-97451, was flying in the #3 position of the low squadron, High Box. Lt. PASMORE, in aircraft #42-97456, was flying in the #6 position of the low squadron, High Box. Lt. GAY was lagging slightly behind and Lt. PASMORE was flying directly below him. For reasons unknown Lt. PASMORE pulled up sharply and his ship was cut in two just forward of the vertical fin by the #3 propeller of Lt. GAY's aircraft. Lt. PASMORE's Navigator and Tail Gunner parachuted safely, but other members of the crew are still missing in action. Lt. GAY's Navigator and Bombardier parachuted safely after the collision, while the remainder of the crew returned to base in the damaged aircraft.

### CONCLUSION:

Responsibility for this accident is attributed 100% to personnel error. The pilot, Lt. PASMORE, in aircraft #42-97456, due to poor formation flying technique, pulled up sharply and as a result, had the tail of his aircraft cut off by the prop of 42-97451 flying over him.

### RECOMMENDATION:

That pilots be indoctrinated with the extreme importance of maintaining adequate clearance while flying in formation.

*Rod L. Francis*  
ROD L. FRANCIS,  
Major, Air Corps,  
Aircraft Accident Committee.

*Hubert D. Snow*  
HUBERT D. SNOW,  
Major, Air Corps,  
Aircraft Accident Committee.

Signature

*Leroy H. Watson*  
LEROY H. WATSON, JR.,  
Major, Air Corps,  
Aircraft Accident Committee.

September 1944

FORM 505 USE PREVIOUS EDITIONS

# CONFIDENTIAL



S-T-A-T-E-M-E-N-T

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This accident occurred on the 10th of September 1944 about 21000 ft near St. Quentin, France.

I was flying ship No. 42-27451 in number three position of the low squadron in the high box. Lt. Passmore was flying in the number six position of the same squadron and box. I heard someone say "Pull it up", three times over the radio. Looking below I saw this ship rapidly climbing under me. I was not flying at the time, but I grabbed the stick and pulled back, at the same time that my co-pilot also pulled it back. There was a hard jolt which felt like the vertical stabilizer had hit and then the props chewed into his ship. I saw his tail section separate from the rest of the ship and fall, and that was that last I saw of the other ship.

I told my bombardier and navigator to bail out with the intention of clearing the ship, and as they went out I started to work with the controls and finally got the ship back under control. We then proceeded back to England and landed at the home field.

*Harold D. Gay*

HAROLD D. GAY,  
1st Lt., Air Corps.  
Pilot (751st).

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S-T-A-T-E-M-E-N-T

On the morning of 10 September 1944, in ship No. 42-97456; I think we got caught in prop wash, the left wing went up and we hit 451. Tail section must have been cut off, cause we went over on our back, and started spinning. I then climbed out of the escape hatch, in the nose section, which at the time was up over my head. I parachuted and landed about thirty (30) miles south of Lacapella. I saw one other chute, watching the ship until it crashed. Two bodies were in the hospital, in Lacapella. I identified them as being, Sgt. Able, and Sgt. Pauls. Hospital attendants say that's all they could find at the crash. Search of the vicinity was made by soldiers, but no success.

JEROME W. PAGE,  
2nd Lt., Air Corps.,  
Navigator.

*Jerome W. Page*  
*2nd Lt. A.C.*

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S-T-A-T-E-M-E-N-T

I was leading the Low Squadron on the mission of which this accident happened. My number three Wing Man and Number Six man collided. My number three man was lagging back and slightly down at the time. When I looked back the number six man, ship No. 42-97456, had pulled up in front of my number three man, ship No. 42-97451.

As I could see it, ship 451 hit the top of 456 in front of the stabilizer. Ship 456 went into a slow roll with no tail assembly. I lost sight of 451 after collision.

*Dean Fisk*

DEAN FISK,  
1st Lt, Air Corps.,  
Pilot.

CONFIDENTIAL

S-T-A-T-E-M-E-N-T

CONFIDENTIAL

On the morning of 10 September 1944, in ship No. 42-97456, we were flying along at 20000 Ft. about Forty (40) minutes from the target. I figured we were caught in prop wash, or the rudder cable broke. We swung over toward No. 4 and 5 position, tail first. Our tail hitting props of Ship No. 42-97451, severing tail section completely off. I climbed out through severed opening, and parachuted, landing about three (3) miles south of Lacapella. I saw one other parachute, but nothing else. In Lacapella hospital, about five (5) miles from crashed ship, I saw two bodies, they were Waist Gunner, Elmer H Able, Sgt., and Ball Turret Gunner, Sgt. James H. Fauls.

*Jacob Z Chimerinsky*

JACOB Z. CHIMERINSKY,  
32878850, Sgt.,  
751st Bomb Squadron.  
Tail Gunner.

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HEADQUARTERS 457TH BOMBARDMENT GROUP (H)  
Office of the Flying Control Officer  
AAF Station 130  
U. S. Army

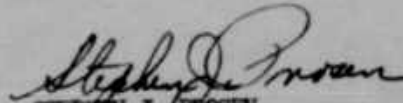
(E-Q-14)

10 September 1944

SUBJECT: Aircraft Accident of B-17 Number 42-97451.

TO : Aircraft Accident Officer, 457th Bombardment Group, APO 557, U.S. Army.

The aircraft accident involving aircraft No. 42-97451 and an unidentified aircraft was unobserved by Flying Control personnel.

  
STEPHEN J. PROSEN,  
1st Lt, Air Corps,  
Duty Flying Control Officer.

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CONFIDENTIAL



CONFIDENTIAL (1451) (451 ACCIDENT)



CONFIDENTIAL (1451) (451 ACCIDENT)

020



(Capt. J. A. ... (45) - Accident)



(Capt. J. A. ... (45) - Accident)





