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U. S ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT 15 9-10-513

	Organization: (7) Oceanna		(8)/.	(Group) ERSONNEL	(*)		AAF 130	, Z	22
**	NAME (Last name first)	RATING	RENIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR PORCE ON COMMAND	Passes P	AND IN OF
00	an	(19)	(110)	(14)	(15)	(16)	(17)	cam	- 40
	PASSNIORE, HOMER M.	P	0-798390	2nd Lt.	19.61	AC	See AF	Ainknay	Unione
	BESTER, GERALD W.	CP	0-704909	2nd Lt.	開催て海線	AC	8th AF	(Unknown	Dalous
	PAGE, STEBOLES W.	3	0-2054657	2nd Lt.		AC	Sta AP	100 mar 1	Y93
	LONG. MILTON R.	19	0-712184	2nd Lta	11	AC.	BAL AT	4 nicnam	Unkne
	TAYLOR, HERNAN E.		32578801	3/8gt	3070	AC.	8th AF	nknam	
	MINGHN. WADE J. MOSEN		39912271	9/3gt	#	AC	Stb. AF	Unknown	Distance
4	FAULS JAMES H.		36597441	Sgt	- 8	AC	Sth AF	Union	Milita
4	CHIMBRINSKY, JACOB Z.		32879850	Spt.	38	AC	9th AF	mar &	
	ABEL, RIMES H.		30995842	2-1		AC.	Sti. AV	40	Unlene
	(Command and Air Porce) and for flying (29) Sth. AF (Command and Air	Fuene)	(30) 45 (Green)	715 (31)	751st	tron)		(Hatim)	73.
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(38) (39) (40)	Chairm (34) 13-2	#43 P	270 162: 81: 613:	25. (42) 1 110. (43) 1 121. (44) 1 120. (45) 1 RAPT DAMAG	Instrument ti Night time in	the last 30 of 6 month at 30 days.	days DATE	A A I	48:15. 9:00. 51:05. 0:00
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COMPLETE MITTAL

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

DESCRIPTION OF ACCIDENT:

Lt. CAY, in aircraft \$42-97551, was flying in the \$3 position of the lew squairon, High Box. Lt. PASSECRE, in aircraft \$42-97556, was flying in the \$6 position of the low squairon, High Box. Lt. GAY was lagging slightly behind and Lt. PASSECRE was flying directly below his. For reasons unknown Lt. PASSECRE pulled up sharply and his ship was cut in two just forward of the verical fin by the \$3 propellor of Lt. GAY's aircraft. Lt. PASSECRE's Navigator and Tail Gunnor 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. PASSIGNE, in aircraft #12-97%56, due to poor formation flying technique, pilled up sharply and as a result, had the tail of his aircraft cut off by the prop of 42-97%51. Thying over him.

RECOMMENDATION:

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

Red L. Francis,

Major, Air Corps, Aircraft Accident Committee.

Heller O. Luc

WILDER D. SNOW, Major, Air Corps, Aircraft Accident Committee. Signature Long & Malting officer // LERCY N. MAISON, JR., JR.

Major, Air Gorpa,

Aircraft Accident Counittee.

WAR DEPARTMENT A. A. F. Form No. 14 (Revised May 18, 1942)

CONFIDENTIAL

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

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ACCIDENT NO.

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62	(11)	P .	0-750821	Lat Lt.	18 01	AC	Sth AF	Kone	None
	DAY, HARGID D.	-	0-829036	2nd Lt.	16	AC	8th AF	None	None
2	JOHNSON, HARL M.	CP.	0-71015h	2nd Lt.	11	AC	Sth AF	None	Yes B
-	SALE, WALTER H.	-	0-771870	2nd Lt.	1	AC	Bth AF	None	Yes C
-	HOPDAN . FARTAN F.	B	31.7700000	7/Set	18 10	AC	8th AF	Hone	None
	BECK, ARTHUR G.		301.2245	0/0-4	58 1	AC	Bth AF	None	None
4	ANDERSON, DONALD F.	-	201 82265	S/Set	BEL	AC	Sth AF	None	Hone
4	ROUMSEVILLE, ARTHUR G.		38371.71.8	3/8=t	58	AC	8th AF	Mone	Home
4	THOMAS, MC DEE	-	37321.81.8	8/Set	38	AC	Sth AF	Hone	llone
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DESCRIPTION OF ACCIDENT

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

DESCRIPTION OF AUDIDENT:

Lt. GAY, in aircraft #12-97451, was flying in the #3 position of the low squadron, High Box. Lt. PASCHORE, in aircraft #12-97456, was flying in the #6 position of the low squadron, High Box. Lt. GAY was lagging slightly behind and Lt. PASCHORE was flying directly below him. For reasons unknown Lt. PASCHORE pulled up sharply and his ship was cut in two just forward of the vertical fin by the #3 propellor of Lt. GAY's aircraft. Lt. PASCHORE's Mavigator and Tail Gumer parachuted safely, but other members of the crew are still missing in action. Lt. GAY's Navigator and Bombs is a parachuted safely after the collision, while the remainder of the grew room, d to base in the damaged aircraft.

COMCLESION:

Responsibility for this accident is attributed 100% to personnel error. The pilot, Lt. PAS MORE, in aircraft #12-97156, due to poor formation flying technique, palled up sharply and as a result, had the tail of his aircraft cut off by the prop of 12-97151 flying over him.

RECOMMENDATION:

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

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ROD L. FRANCIS, Major, Air Corps,

Aircraft Accident Committee.

THUR D. SHOW,

wrait Accident Committee.

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Major, Air Corps,

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CONFIDENTIAL

S-I-A-I-B-M-B-N-I CONFIDENTIAL

This accident occurred on the 10th of September 1944 shout 21000 ft near

St. Quentin, France.

I was flying ship No. 42-97451 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 timesover 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 proceded back to England and landed

at the home field.

HAROLD D. GAY,

lst Lt., Air Corps. Pilot (751st).

S-T-A-T-E-H-E-H-T

On the morning of 10 September 1944, in ship No. 42-97456s I think we got caught in prop wash, the left wing went up and we hit 451. Teil section must have been out off, cause we went over on our back, and started spinning. I then climbed out of the excape 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. Fauls. Hospital attendants say thats all they could find at the orash. Search of the vicinity was made by soldiers, but no success.

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

Jesome W. Page

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

I was leading the Low Squadron on the mission of which this accident happened. My number three Wing Man and Humber 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.

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 FISE, 1st Lt, Air Corps.,

Pilot.

s-I-A-I-E-M-B-E-I' 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 competely off. I climbed out through severed opening, and parachuted, landing about three (5) miles south of Lacapella. I saw one other parachute, but nothing else. In Lacapella hospital, about five (5) miles from creahed ship, I saw two bodies, they were Waist Curner, Elmer H Able, Sgt., and Ball Turret Gunner, Sgt. James H. Fauls.

Jacob 3 Churen Jacob Z. CHIMERINSKY, 32878850, Sgt., 751st Bomb Squadron. Tail Gunner. CONFIDENTIAL
HEADQUARTERS 457TH SCHBARGENT GROUP (H)
Office of the Flying Control Officer
AAF Station 130
U. S. Army

(E-Q-14)

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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.

STEPPEN J. OROSEN. 1st Lt. Air Corps.

Duty Flying Control Officer.







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Accident No. Batch No. Type & Model Air Force/Command Safety Region

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