

WAR DEPARTMENT  
A. A. F. Form No. 14  
(Revised May 15, 1942)

**RESTRICTED**  
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WAR DEPARTMENT

ACCIDENT No. \_\_\_\_\_

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

45-7-11-528  
146

(1) Place AAF Station 376 (2) Date 11 July 1944 (3) Time 0930  
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-97088 (6) Station AAF 130  
Organization: (7) 8th AF, 8th BC (8) 457th (9) 748th  
(Command and Air Force) (Group) (Squadron)

**PERSONNEL**

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL No. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	GAZZALE, JACK W.	P	0-755514	2nd Lt.	18	AC	8th AF	Minor	Yes
CP	PHILLIPS, JAMES R.	CP	0-705111	2nd Lt.	18	AC	8th AF	Dead	No
N	OGLESBY, FRED M.	N	0-712894	2nd Lt.	18	AC	8th AF	Minor	Yes
ENG	HIPSMAN, RALPH R.	ETTG	32796765	T/Sgt	38	AC	8th AF	Dead	No
RO	CHENKIN, BURTON	ROG	32791216	T/Sgt	38	AC	8th AF	Minor	Yes
LWG	BROADIE, EVERETT	AAEG	12868719	S/Sgt	38	AC	8th AF	Dead	No
RWG	JONES, LOWELL H.	AROG	35095660	S/Sgt	38	AC	8th AF	Minor	Yes
BT	EHLERT, ROBERT F.	AG	36637996	S/Sgt	38	AC	8th AF	Minor	Yes
TG	BROADIE, ROBERT L.	AAG	32868644	S/Sgt	38	AC	8th AF	Minor	Yes

**PILOT CHARGED WITH ACCIDENT**

(20) GAZZALE, JACK W. (21) 0-755514 (22) 2nd Lt. (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th BC, 8th AF (26) 457th (27) 748th (28) AAF 130  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) 8th BC, 8th AF (30) 457th (31) 748th (32) AAF 130  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) P (34) 1 Oct 43 Present rating (35) P (36) 1 Oct 43 Instrument rating (37) 10 April 1944  
(Rating) (Date) (Rating) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type B-17 442:00 (42) Instrument time last 6 months 56:00  
(39) This model B-17G 190:00 (43) Instrument time last 30 days 14:00  
(40) Last 90 days 112:10 (44) Night time last 6 months 61:20  
(41) Total 701:10 (45) Night time last 30 days 39:00

**AIRCRAFT DAMAGE**

CLASSIFICATION CANCELLED OR CHANGED.

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	Total destruction
(47) Engine(s)	Total Destruction
(48) Propeller(s)	Total Destruction

TO **RESTRICTED**  
AUTHORITY OF CG ADE  
BY ESH DATE 2-28-46

(50) Weather at the time of accident 6/10 stratocumulus at 600 feet, overcast at 1200 feet, visibility 3 miles, surface wind - West 18 M.P.H.

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from AAF 130 (53) To AAF Station 130 (54) Kind of clearance Operational

(55) Pilot's mission To join group formation on operational mission.

(56) Nature of accident Aircraft disintegrated in air, Aircraft burning before hitting ground.

(57) Cause of accident Unknown. Some evidence of explosion in left wing.

(58) AAF Form 54 not submitted.

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DESCRIPTION OF ACCIDENT

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

Aircraft 42-97088 took off with remainder of group and joined the group formation in the air. The pilot continued with the formation, climbing to altitude. During the climb there was a fire or explosion in the left wing, cause unknown. There is no evidence of a midair collision. The aircraft evidently started breaking up in the air. Some members of the crew were thrown out of the aircraft by the explosion, others managed to use their parachutes, while three apparently came down with the aircraft and were killed.

The exact cause of the accident is unknown. The Accident Committee does not contribute any of the accident to pilot error.

The last 100 hour inspection was performed on 7 July 1944, 4 days prior to the accident. No mechanical defects were found during the inspection.

*Theodore C. Hoffman*

THEODORE C. HOFFMAN,  
Lt. Col., Air Corps,  
Accident Committee Officer.



*George A. Beere*

GEORGE A. BEERE,  
Major, Air Corps,  
Accident Committee Officer.

Signature

*Wilbur D. Snow*  
(Investigating Officer)

WILBUR D. SNOW,

Major, Air Corps,

Aircraft Accident Officer.

Date

20 July 1944

Hq 505 USAPP/8-43/25M/13350

SECRET

STATEMENT

28 July 1944

We were flying at about 13,000 feet after leaving assembly. As I recall we were climbing to keep out of an overcast ahead of us. What appeared to be and felt like an explosion took place in the left wing and fire broke out immediately outboard of No. 1 engine. The aircraft at once went into a violent spin to the left. After trying to bring the airplane under control and finding it impossible I cut the throttles and prepared to bail out. Due apparently to centrifugal force, I was unable to move out of the seat so tried to open pilot's window which was impossible due to the same cause. I was sitting there waiting for the plane to crash when the next thing I knew the aircraft was on its back, the cockpit completely gone and I was hanging by my right ankle which was pinned between the rudder pedal and something else I could not determine. I worked for quite awhile trying to free myself and finally succeeded dropping clear of the airplane through the top of the cockpit. When I left the aircraft the whole left wing seemed to be ablaze. When my chute opened I could clearly see the ground and on the way down I was hit by debris from the airplane. I did not see either the Co-Pilot or Engineer after the spin started.

*Jack W. Gazzale*

JACK W. GAZZALE,  
1st Lt., Air Corps,  
PILOT.

SECRET

OFFICE OF THE FLYING CONTROL OFFICER  
802ND RECONNAISSANCE GROUP (SPECIAL) (PROV)  
AAF 376 APO 634

15 July 1944.

SUBJECT: Accident Report  
TO : Group Operations

1. At 0930 hours, 11 July 1944, a B-17 Aircraft crashed north-west of this airfield.

(a) Smoke was observed rising from what appeared to be a crash north-west of this airfield. Six (6) parachutes were observed falling with a great quantity of debris. The Station Hospital and Military Police were informed and our Jeep was sent to pick up parachutists. Our crash tender was dispatched to the scene of crash where three (3) bodies were found. Six (6) had landed safely by parachute. This accounted for all nine (9) crew members.

(b) This ship's home station was Glatton.

(c) Weather conditions at the time were: Visibility Three (3) miles, Overcast twelve hundred (1200) feet, Wind West at eighteen (18) miles per hour.

*Oliver G. Kimball*  
OLIVER G. KIMBALL,  
1st. Lt., Air Corps,  
Senior Flying Control Officer.

SECRET

SECRET

21 July 1944.

Statement of Pilot is unavailable as he was hospitalized immediately after accident and has since gone on sick leave.

*Wilbur D. Snow*

WILBUR D. SNOW,  
Major, Air Corps,  
Actg. S-3.

SECRET

