

War Department
A.A.F. Form No 14
(Revised May 15, 1942)

RESTRICTED

WAR DEPARTMENT
U.S. ARMY AIR FORCES

Accident No. _____

01020 REPORT OF AIRCRAFT ACCIDENT
4 miles W-SW shire

(1) Place Downham Market, Cambridge (2) 11 April 1944 (3) Time 0900 135
Aircraft: (4) Type and model B-17-G AF No 2-31083 (6) Station AAF Sta 117
Organization: (7) 8th Air Force (8) 379th Bomb Gp (HX) (9) 525th Bomb Sq. (H)
(Command and Air Force) (Group) (Squadron)

8 PERSONNEL

Duty (10)	NAME (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Personnel Class (15)	Branch (16)	A.F. Corps (17)	Result to Pers (18)	Use of Parach (19)
P	Daly, John E., Jr.	P	0805776	2nd Lt	18	AC	8AF	Killed	No
CP	Koerber, Robert W.	CP	0692968	2nd Lt	18	AC	8AF	Killed	No
N	Evans, William F.	N	0694353	2nd Lt	18	AC	8AF	Injured	Yes
NG	Christensen, Carl B.	A.E.	3627699	S/Sgt	18	AC	8AF	Killed	No
TT	Young, Omar L.	A.E.	17070153	T/Sgt	18	AC	8AF	Killed	No
RG	Langendorfer, Adrial W.	BO	37406828	T/Sgt	18	AC	8AF	Killed	No
BT	Tuber, Harvey W.	AG	36329217	S/Sgt	18	AC	8AF	Killed	No
RW	MacGallum, John (NMI)	AE	01100403	S/Sgt	18	AC	8AF	Killed	No
LW	Hearne, Frank J., Jr.	AE	35579373	S/Sgt	18	AC	8AF	Killed	No
TG	Polizzo, Howard L.	AG	31313795	S/Sgt	18	AC	8AF	Killed	No

PILOT CHARGED WITH ACCIDENT NP

(20) Daly John E. Jr. (21) 0-805776 (22) 2nd Lt.
(Last Name) (First Name) (Middle In) (Serial No) (Rank)
(23) 18 (24) Air Corps Assigned (25) Eighth Air Force
(Personnel Class) (Branch) (Command and Air Force)
(26) 379th Bomb (H) (27) 525th Bomb (H) (28) U.S. AAF Station 117
(Group) (Squadron) (Station)
Attached for flying (29) 8th Air Force (30) 379th (31) 525th
(Command and Air Force) (Group) (Squadron)
(32) U.S. AAF Sta 117 Y400 Original rating (33) Pilot (34) 30 June 1943
(Station) (Rating) (Date)
Present rating (35) Pilot (36) 30 Jun 43 Instrument rating (37) 4 Oct 43
(Rating) (Date) (Date)

First Pilot Hours:
(at the time of this accident) NG 1068

(38) This type 2117:5 (42) Instrument time last 6 mos 10:00
(39) This model 62:10 (43) Instrument time last 30 dys None
(40) Last 90 days 97:00 (44) Night time last 6 months 18:55
(41) Total 346:35 (45) Night time last 30 days 03:10

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CLASSIFICATION CHANGED TO **RESTRICTED**
BY AUTHORITY OF CG RMP

-1-
RESTRICTED BY CC DATE 11-21-45

AIRCRAFT DAMAGE

Damage	(49) List of Damaged Parts
(46) Aircraft	W 15 Salvage-Complete Destruction
(47) Engine (s)	W 15
(48) Propeller (s)	W 15
(50) Weather at the time of accident	EK
(51) Was the pilot flying on instruments at the time of accident	Unknown-Probably O
(52) Cleared from US AAF 117 Y400 (53) To US AAF 117 (54) Kind of clearance	Operational Mission Y400
(55) Pilot's mission	Operational mission to enemy territory.
(56) Nature of accident	Explosion - Crash
(57) Cause of accident	Undetermined
(58) No	

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CO-PILOT CHARGED WITH ACCIDENT

(20) Koerber, Robert W. (21) 2nd Lt. (22) 0-692968

(23) 18 (24) Air Corps Assigned (25) Eighth Air Force 8

(26) 379th Bomb (H) (27) 525th Bomb (H) (28) U. S. AAF Station 117

(29) Attached for flying 8th Air Force 8 (30) 379th BH (31) 525th

(32) US AAF Station 117 Y400 Original ration (33) Pilot (34)

Present rating (35) Pilot (36) Instrument rating (37)

First Pilot Hours:

(38) This type none
(39) This model 11:00
(40) Last 90 days 11:00
(41) Total 137:15

(42) Instru. time last 6 mos. 0:00
(43) Instru. time last 30 days none
(44) Night time last 7 mos. 28:50
(45) Night time last 30 days 0:00

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DESCRIPTION OF ACCIDENT

1. The plane was flying in formation on an operational mission when the accident took place. The aircraft had approximately 9,000 feet altitude and air speed of about 115 M.P.H.
2. The plane violently lurched from the left to the right and broke in mid air, falling to the ground in two parts.
3. The cause of the accident is undetermined and consequently, responsibility therefor cannot be established.

Robert S. Kittel
ROBERT S. KITTEL
Lt. Col., Air Corps
PRESIDENT

Earl D. Carlson
EARL D. CARLSON
Major, Air Corps

John R. Martin
JOHN R. MARTIN
1st Lt., Air Corps
RECORDER

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HEADQUARTERS
AAF STATION 117
APO 557

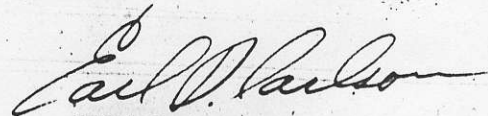
N-A-1

20 April 1944

SUBJECT: Findings of the Board on Aircraft Accident.

TO : Commanding Officer, AAF Station 117, APO 557, U. S. Army.

1. Upon investigation of the airplane accident occurring four (4) miles west of Downham Market, Cambridgeshire, England, at 0900 hours, 11 April 1944 to B-17G, 42-31083, the board is unable to determine the cause of the accident.



EARL D. CARLSON
Major, Air Corps
Acting Recorder

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STATEMENT OF: William F. Evans, 2nd Lt., O-694353, Navigator.

We were flying along with the formation about nine o'clock at about nine thousand feet. The formation entered the clouds and we leveled off. We were in the clouds only a few minutes when the ship swerved violently to the left. I thought the pilot saw another wing tip and was trying to avoid it. We then swerved more violently to the right. I then figured the plane was out of control and thought that the plane had broken in two. I had my chute on before this. The last I saw of the bombardier, he was trying to put his chute on. We were going straight down, and the engines were all running very fast. There did not appear to be any fire in the wings. I tried to get to the escape hatch, but everything at this point is very confused and I do not know if I got out this way. I remember looking down to see if my chute was on, and noting that it was backwards. It opened with some help from me and a moment later I hit the ground. I looked around to see the plane coming down, the tail part landed way behind the ship and numbers of burning pieces were falling around. There was a farmer near and I tried to walk over to him, but I was feeling pretty shaky. He got a car and took me to the hospital. I didn't feel any explosions and no alarm was given.

William F. Evans

WILLIAM F. EVANS, O-694353
2nd Lt., A. C., Navigator
525th Bomb. Sq.

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BASE WEATHER STATION
AAF STATION NO. 117
APO 557, U. S. ARMY

T-A-1

12 April 1944

SUBJECT: Weather Conditions during Operational Mission Aircraft Accident.

TO : Group Operations, AAF Station 117, APO 557, U. S. Army

1. Time of accident: 0903 hours, 11 April 1944
Location: Approximately 52 deg 40' N 0 deg 30' East.

2. Weather Observation at 0903 hours at point of accident:
4-6/10 stratocumulus base 8500 ft top 7000 ft and 7-9/10
altocumulus base 8-10000 ft. The low squadron of the group was flying
at 7000 ft just in the top of the stratocumulus deck; visibility in the
cloud was 50-100 yards, 3-5 miles in haze between the two cloud decks.
Moderate rime ice reported in the stratocumulus at 7000 ft.

3. Operational Route Forecast issued for this flight by 1st
Bomb Division:

4-7/10 stratocumulus base 2000 ft top 4-6000 ft and 5-7/10
altocumulus base at 10000 ft. Visibility out of the clouds unlimited.
Light rime icing in clouds above 5500 ft.

Lawrence Barker
LAWRENCE BARKER
1st Lt., Air Corps,
Staff Weather Officer.

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525th BOMBARDMENT SQUADRON
Station 117
Office of the Engineering Officer

20 April 1944

SUBJECT: Mid-Air Accident 42-31083

TO :

1. B-17G, 42-31083, was fully operational and in exceptionally good condition the morning of 11 April, 1944 when it took-off at 0741 hours.
2. The A/C had been serviced with gas and topped off after preflight.
3. The Crew Chief's Statement.

I certify that A/C 42-31083 (B-17G) was fully serviced with fuel (2700 gallons), and it was, to the best of my knowledge, in operational condition.

Sgt. William A. Joyce
Sgt. William A. Joyce

Crew Chief

4. I certify the preceding statements to be true and precise to the best of my knowledge.

J. B. Patterson
J. B. PATTERSON
Capt. Air Corps
Engineering Officer

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