

CONFIDENTIAL

Accident No.

45-11-16-534

13562

12-28-44

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place A-46 France (2) Date 16 November, 1944 (3) Time 1745
AIRCRAFT: (4) Type and model B-17G DO (5) A. F. No. 43-38588 (6) Station AAF 106
Organization: (7) 8th (8) 384th Bomb (9) 546th Bomb
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DOY	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)
P	Smith, Dale O.	SP	0-19165	Col	00	AC	8th	N11	N11
GP	Milton, Theodore R.	P	0-23307	Lt Col	00	AC	8th	"	"
N	Chapin, Robert C.	N	0-685535	Capt	18	AC	8th	"	"
B	Crown, Richard K.	B	0-670023	Capt	18	AC	8th	"	"
RO	Hayes, David N.		16113212	T/Sgt	38	AC	8th	"	"
TT	Rosenfield, Arthur (NMI)		12145199	T/Sgt	38	AC	8th	"	"
X	Ellis, Harold R.	P	0-761908	1st Lt	18	AC	8th	"	"

(20) Milton Theodore R. (21) 0-23307 (22) Lt Col (23) 00 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th (26) 384th Bomb (27) AAF 106
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (28) 8th (29) 384th Bomb (30) AAF 106
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (31) Pilot (32) 11/3/41 Present rating (33) Pilot (34) 11/3/41 Instrument rating (35) 2/3/41
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(36) This type B-17 584.20 (42) Instrument time last 6 months 15.20
(37) This model B-17G 91.50 (43) Instrument time last 30 days 4.15
(40) Last 90 days 22.50 (44) Night time last 6 months 16.35
(41) Total 1290.50 (45) Night time last 30 days 5.20

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	#3 and 4 props, right wing flap, #3 and 4 engines
(47) Engine(s) <u>1</u> <u>1</u> <u>0.3</u> <u>0.5</u>	possibly damaged due to sudden stoppage
(48) Propeller(s) <u>1</u> <u>1</u> <u>0.3</u> <u>0.5</u>	

(50) Weather at the time of accident Cloud base two hundred feet. Visibility one quarter of a mile.
No wind.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAF Station 112 (53) To A-42 France (54) Kind of clearance contact

(55) Pilot's mission Administrative

(56) Nature of accident Landing accident

(57) Cause of accident Right landing gear sank into soft earth at end of landing roll.

(58) Has Form 54 been submitted? No

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DESCRIPTION OF ACCIDENT

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

The A/C was cleared from Bovington to Villacoublay. As the A/C approached the Paris area weather became so bad that a decision was made to land at the first available field. The airfield chosen was A-46. The airfield (A-46) was at the time of the accident in condition to handle B-17 type aircraft safely. The side of the field being used, however, was not clearly marked and the portion of the field filled with bomb craters proved a hazard under the conditions of low visibility that prevailed at the time the accident occurred.

The pilot, on the approach, could not distinguish between the part of the field prepared to handle landing aircraft and the part that was unsafe for landings. On receiving green flares and a green aldis lamp signal from the tower he assumed he was approaching the proper strip. A normal landing was accomplished, but at the end of the landing roll the right wheel sank into a filled-in bomb crater causing the above-mentioned damage.

It is the opinion of this board that the supervisory personnel of A-46 are 100% responsible for this accident in that the field was not properly marked to indicate the danger areas, and green signals were apparently the only signals available for use by the control tower.

No recommendations.

NOTE: This station was notified that it would be held responsible for this accident report on 20 November 1944, but Colonel Dale O. Smith left this station for the Z. of I. on that date without leaving a statement. No statement is available from Flying Control at A-46, therefore this report is not complete according to provisions of AAF Regulation 62-14 and 62-14A.

Signature

GEORGE H. KOEHNE, JR., Major, A.C.

THOMAS D. HUTCHINSON, Major, A.C.

ALEXANDER C. STRICKLAND, Major, A.C.

Date 5 December 1944.

Accident No. _____

REPORT OF AIRCRAFT ACCIDENT

(1) Place A-16 France (2) Date 16 November, 1944 (3) Time 1745
 AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 43-38588 (6) Station AAF 106
 Organisation: (7) 8th (8) 384th Bomb (9) 546th Bomb
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

[illegible]

(20) Smith (Last name) (21) 0-19465 (Serial number) (22) Col (Rank) (23) 00 (Personnel class) (24) AC (Branch)

(25) 8th (Command and Air Force) (26) 384th Bomb (Group) (27) _____ (Squadron) (28) AAF 106 (Station)

(29) 8th (Command and Air Force) (30) 384th Bomb (Group) (31) _____ (Squadron) (32) AAF 106 (Station)

(33) _____ (Rating) (34) _____ (Date) Present rating (35) S (Rating) (36) 12-26-42 (Date) Instrument rating (37) _____ (Date)

FIRST PILOT HOURS:

Officer returned to Z of I. No further information available

(at the time of this accident)

(38) This type.....	(42) Instrument time last 6 months.....
(39) This model.....	(43) Instrument time last 30 days.....
(40) Last 90 days.....	(44) Night time last 6 months.....
(41) Total.....	(45) Night time last 30 days.....

AIRCRAFT DAMAGE

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

(50) Weather at the time of accident

(51) Was the pilot flying on instruments at the time of accident

(52) Cleared from (53) To (54) Kind of clearance

(55) Pilot's mission _____

(54) Nature of accident _____

(57) Cause of accident _____

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STATEMENT BY LT. COL. MILTON, CONCERNING LANDING ACCIDENT OF B-17
43-38588 ON 16 NOVEMBER, 1944.

We cleared from Bovingdon for Villacoublay, France. About ten miles southeast of Villacoublay, the weather closed in to such an extent that our decision was to land at the first available airfield. We circled the field that we had chosen (A-46) and started in on a normal low approach. The control tower fired green flares. I took these as an indication that we were clear to land.

The field was pitted with filled-in bomb craters. As we were coming to a stop, the right wheel sank into one of these soft spots.

The control tower later informed me that our particular side of the field was closed. They fired green flares because it was the only color they had. I did not hear them call on 6440 kcs.

Theodore R. Milton
THEODORE R. MILTON,
Lt. Col., Air Corps,

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STATEMENT BY CAPT., ROBERT C. CHAPIN CONCERNING LANDING ACCIDENT OF B-17
#43-38588 ON NOVEMBER 16, 1944.

We were cleared from Bovingdon to Villacoubly with fairly decent weather conditions. My instructions, as navigator, were to approach Villacoubly from the West making sure not to pass over the city area of Paris. I made the route to approach Villacoubly from the South-west. As we passed over A-46 the weather became so bad, it was decided to land there. We received green flares and made a normal approach. After our wheels had touched the ground, I realized it was slightly rough terrain. When we had almost stopped rolling from the landing, our right wheel sank into a filled up bomb crater.

Robert C. Chapin
ROBERT C. CHAPIN,
Capt., Air Corps,
Group Navigator.

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STATEMENT BY CAPT. RICHARD K. CROWN CONCERNING LANDING ACCIDENT OF B-17 43-38588
ON NOVEMBER 16, 1944:

On November 16, 1944 I was in the nose compartment of aircraft #588, belonging to the 384th Bombardment Group (H), flying to Villacoubaly, France. The weather closed in on us forcing us to seek a landing at another field known as A-46. We made several passes at the field trying unsuccessfully to contact them on the radio. Finally at 1730 hours we decided to attempt a landing. They gave us a green light from the tower and started firing green flares from the end of the runway. We set down and saw immediately that the strip was pock-marked with filled in bomb craters. It was very muddy and soft. We avoided all the craters until the ship had slowed down near the end of the field. We struck a crater with the right wheel, aircraft sinking immediately until the wing-tip was almost touching the ground. Both #3 and #4 props dug into the ground and were bent. The right flap was damaged as the plane settled down. No one was injured.

Richard K. Crown
RICHARD K. CROWN,
Captain, Air Corps.

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STATEMENT: **1ST LT. HAROLD R. ELLIS, CONCERNING LANDING
ACCIDENT OF B-17 43-38588 ON 16 NOVEMBER 1944.**

I rode as a passenger with Col Milton in B-17 43-38588.

We had cleared to land at A-42, France but due to poor visibility a decision was made to land at the nearest available field. We made an approach for a landing at A-46 and on receiving green flares and aldis signals from the tower were confident that the field was in condition to handle our aircraft. The landing was a good one with the aircraft well under control. Just as we came to a stop at the end of our landing roll the right landing gear sank into the ground. It must have sunk into a bomb crater that had been filled with loose earth.

Harold R. Ellis

**HAROLD R. ELLIS,
1st Lt., Air Corps,
Pilot**

THIS IS A CERTIFIED TRUE COPY:

Kenneth D. Myrick

**KENNETH D. MYRICK,
Capt., Air Corps,
Assistant Operations Officer.**

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STATEMENT: BY T/Sgt. Arthur (MMT) ROSENFELD, CONCERNING
LANDING ACCIDENT OF B-27 43-38588 ON 16 NOVEMBER
1944.

I was Engineer on B-17 43-38588 piloted by Col. Smith and Lt. Col. Milton. We were supposed to land at landing strip A-42 Paris, France. But due to low visibility we were not able to locate that strip. While circling we located another landing field, A-46. The Pilot started on his approach and the tower gave us a green aldis light and also shot green flares. Thinking that they meant it was O.K., we landed. The landing was good and the plane seemed to be handled well. Just as we were coming to a stop our right landing gear sank into a refilled bomb crater.

Arthur Rosenfield

ARTHUR (MMT) ROSENFELD,
T/Sgt., Air Corps,
Aerial Engineer.

THIS IS A CERTIFIED TRUE COPY:

Kenneth D. Myrick

KENNETH D. MYRICK,
Capt., Air Corps,
Asst Operations Officer,

[Signature]
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