

DOW FIELD, BANGOR, MAINE

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

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

435-19-11

REPORT OF AIRCRAFT ACCIDENT

001 *Pratt*

(1) Place DOW FIELD, BANGOR, MAINE (2) Date May 19, 1943 (3) Time 18:19  
 AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 42-5851 (6) Station Hq., Presque Isle, Me.  
 Organization: (7) No. Atlantic Wing-ATC (8) 5 (9) 5  
 (Command and Air Force) (Group) (Squadron)

*TSP*

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)
<i>01</i>	KECK, GEORGE B.	P	0-730520	1st Lt.	01	AC	* NAW	NONE /	
<i>04</i>	GAITHER, RAYMOND A.	P	0-672790	2nd Lt.	01	AC	NAW	NONE /	
<i>05</i>	JUART, WILLIAM W.	N	0-796543	2nd Lt.	01	AC	NAW	NONE /	
<i>06</i>	BRYANT, ARTHUR H.	B	0-735167	2nd Lt.	01	AC	NAW	NONE /	
<i>07</i>	DEVILLE, MILTON J.		18133971	T/Sgt.	38 20	AC	NAW	NONE /	
<i>08</i>	JACKSON, BILLY J.		18076024	Pvt.	38 20	AC	NAW	NONE /	
<i>09</i>	HOLLINGSWORTH, FRANK E.		31207347	S/Sgt.	38	AC	NAW	NONE /	
<i>10</i>	HUGHES, WALDEN A.		13065674	Sgt.	38 20	AC	NAW	NONE /	
<i>11</i>	PADUGH, THEODORE		32489613	S/Sgt.	38	AC	NAW	NONE /	
<i>12</i>	REISS, ALFRED		16124429	S/Sgt.	38 20	AC	NAW	NONE /	

PILOT CHARGED WITH ACCIDENT

(20) KECK GEORGE B. (21) 0-730520 (22) 1st Lt. (23) 01 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) No. Atlantic Wing, ATC (26) 5 (27) 5 (28) Hq., Presque Isle Army Air Base, Presque Isle, Me.  
 (Command and Air Force) (Group) (Squadron) (Station No.)  
 Attached for flying (29) TSP (30) \_\_\_\_\_ (31) \_\_\_\_\_ (32) 1279  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 9-29-42 Present rating (35) P (36) 9-29-42 Instrument rating (37) 5-3-43  
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT-HOURS:

(at the time of this accident)  
 (38) This type 250 Hrs. (42) Instrument time last 6 months 50 Hrs.  
 (39) This model 225 Hrs. (43) Instrument time last 30 days 12 Hrs.  
 (40) Last 90 days 200 Hrs. (44) Night time last 6 months 250 Hrs.  
 (41) Total 850 Hrs. (45) Night time last 30 days 18 Hrs.

AIRCRAFT DAMAGE

(49) LIST OF DAMAGED PARTS

DAMAGE	1	2	3	4
(46) Aircraft	<u>W</u>	<u>S</u>	<u>S</u>	<u>S</u>
(47) Engine(s)	<u>0 4</u>	<u>0 4</u>	<u>0 5</u>	<u>0 4</u>
(48) Propeller(s)	<u>M 3</u>	<u>M 3</u>	<u>W 5</u>	<u>M 3</u>

See enclosures

(50) Weather at the time of accident High broken lower broken clouds, ceiling estimated 5000 ft.  
Visibility unlimited. Surface wind South-southwest 12 M.P.H.

(51) Was the pilot flying on instruments at the time of accident \_\_\_\_\_  
 (52) Cleared from Kearney Field, Neb. (53) To Dow Field, Maine (54) Kind of instrument 2

(55) Pilot's mission Tactical cross country 62

RECEIVED  
 HQ. U.S. ARMY AIR FORCE  
 BR. FLYING SAFETY  
 1943 MAY 29 PM 1 25

**REPORT OF AIRCRAFT ACCIDENT**

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Hunt  
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(1) Place DOW FIELD, BANGOR, MAINE (2) Date May 19, 1943 (3) Time 18:19  
 AIRCRAFT: (4) Type and model B-17 (5) A. F. No. 42-5851 (6) Station Hq., Presque Isle, Me.  
 Organization: (7) No. Atlantic Wing-ATC (8) 30 (9) 5  
(Command and Air Force) (Group) (Squadron)

**TSP PERSONNEL**

DUTY	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)
01	KECK, GEORGE B.	P	0-730520	1st Lt.	01	AC	* NAW	NONE	/
04	GAITHER, RAYMOND A.	P	0-672790	2nd Lt.	01	AC	NAW	NONE	/
05	JUAREZ, WILLIAM W.	N	0-796543	2nd Lt.	01	AC	NAW	NONE	/
06	BRYANT, ARTHUR H.	B	0-735167	2nd Lt.	01	AC	NAW	REMOVED	2
07	DEVILLE, MILTON J.		18133971	T/Sgt.	38 20	AC	NAW	NONE	/
08	JACKSON, BILLY J.		18076024	Pvt.	38 20	AC	NAW	NONE	/
09	HOLLINGSWORTH, FRANK E.		34207347	S/Sgt.	38	AC	NAW	NONE	/
10	HUGHES, WALDEN A.		13065674	Sgt.	38 20	AC	NAW	NONE	/
11	PADUGH, THEODORE		32489613	S/Sgt.	38	AC	NAW	NONE	/
12	REISS, ALFRED		16124429	S/Sgt.	38 20	AC	NAW	NONE	/

**PILOT CHARGED WITH ACCIDENT**

(20) KECK GEORGE B. (21) 0-730520 (22) 1st Lt. (23) 01 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) No. Atlantic Wing, ATC (26) TSP (27) 517  
(Command and Air Force) (Group) (Squadron)  
 Attached for flying (28) No. Atlantic Wing, ATC (29) TSP (30) 30 (31) 517 (32) 1279  
(Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 9-29-42 Present rating (35) P (36) 9-29-42 Instrument rating (37) 5-3-43  
(Rating) (Date) (Rating) (Date) (Date) (Date)

**FIRST PILOT-HOURS:**

(at the time of this accident)

(38) This type	250 Hrs.	(42) Instrument time last 6 months	50 Hrs.
(39) This model	225 Hrs.	(43) Instrument time last 30 days	12 Hrs.
(40) Last 90 days	200 Hrs.	(44) Night time last 6 months	250 Hrs.
(41) Total	250 Hrs.	(45) Night time last 30 days	18 Hrs.

**AIRCRAFT DAMAGE**

DAMAGE	(49) LIST OF DAMAGED PARTS			
	1	2	3	4
(46) Aircraft	W	3		
(47) Engine(s)	0 4	0 4	0 5	0 4
(48) Propeller(s)	M 3	M 3	W 5	M 3

See enclosures

RECEIVED  
 DR. FLYING SAFETY  
 HQ. A. F. F. I.  
 943 MAY 28 PM 11

(50) Weather at the time of accident High broken lower broken clouds, ceiling estimated 5000 ft.  
Visibility unlimited. Surface wind South-southwest 12 M.P.H. 01.

(51) Was the pilot flying on instruments at the time of accident  
 (52) Cleared from Kearney Field, Neb. (53) To Dow Field, Maine (54) Kind of flight Instrument 2  
 (55) Pilot's mission Tactical cross country 62

(56) Nature of accident LANDING ACCIDENT. Aircraft went off runway to the right, then swerved abruptly to left across runway and crashed on rough terrain off shoulder on left side of runway.

(57) Cause of accident MAJOR CAUSE: Aircraft Structure. Complete failure of left brake.  
MINOR CAUSE: Airport or Terrain. Unfinished area on sides of runway with holes, mounds and ditches. 60% PAIR TECHNIQUE 66 55 46

15% AIRPORT 66 26 46  
25% AIRCRAFT (brakes) 66 55 46  
88 99  
 \* No. Atlantic Wing, ATC  
 RESTRICTED

DESCRIPTION OF ACCIDENT

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

Two airplanes landed immediately preceding and had no trouble. The wind at the time was variable in intensity and direction. Lt. Keck approached runway No. 4 making normal approach and landing within 1st 3rd of runway. However, in applying brakes he discovered that the left brake was completely inoperative. Feeling it necessary to use brakes to stop before reaching end of runway, Lt. Keck applied his emergency brake. The left brake being inoperative caused the ship to swerve off the runway to the right. Seeing unfavorable terrain ahead he decided to apply power from the two right engines. In doing so, the ship swerved sharply to the left across the runway and crashed into piles of dirt and holes beyond the dirt seal on the left hand side of runway.

The decision of the pilot to attempt to turn the airplane back on to the runway by the use of his engines after it had left the runway on the right was a sound one. The results of the technique used indicates that an excess amount of power was applied, causing the airplane to turn sharply to the left. The perfect pilot would have applied just enough power to turn the airplane back on to the runway. The delay in the response, inherent in the reaction taking place when attempting to change the direction of an airplane on the ground with the engines, is sufficiently large so that overcontrolling is almost inevitable.

The underlying cause of the accident was the failure of the left brake to act normally after a correct landing had been made.

RECOMMENDATIONS: None

MAY 30 43 PM



*Francis B. Valentine*

FRANCIS B. VALENTINE  
Col., Air Corps  
Commanding

*Daniel E. Lindsey*

DANIEL E. LINDSEY  
Major, Air Corps  
A.T.C. Control Officer

*Malcolm M. Hesser*

Signature  
MALCOLM M. HESSER (Acting Officer)  
Major, Air Corps  
Aircraft Accident Officer

Date May 24, 1943



Testimony of GEORGE B. KECK, 1st Lt. Air Corps  
1st Pilot B-17F, A.F. No. 42-5851

Q. What instructions did you receive from the Control Tower?

A. To land on Runway #4. Wind calm, no direction, velocity Z.

Q. What direction was your plane after you received initial instructions before making approach to the field?

A. Following <sup>40</sup>35 North of field ~~was around field~~. Dragged field looking at the field seeing how field set then following Major around, 3rd in traffic to land about 45 sec. behind Major on landing leg.

Q. On landing were you aware of mechanical difficulty?

A. None, Sir, whatsoever. I thought it would be a good one.

Q. After landing, in applying brakes, did you notice any difficulty?

A. Yes, Sir. I let it roll. The ship started to roll straight down the runway. I was concerned in keeping it straight and not looking at the air speed to see how fast we were going. After seeing the runway end coming up fast I started to touch both brakes. The right brake grabbed but the left brake did not hold. The plane was still straight down the runway. Finding that the left brake had a malfunction, I started to apply both brakes with their full power. Found that left brake did not hold at all. Right brake was grabbing, throwing airplane to right side of runway. Before going off the runway, we applied full emergency brakes and they did not hold either. Decided that going off right side of runway would cause us to hit a ditch and an embankment of dirt. I put on full right engines to turn the ship left. I thought that if the plane kept going to the right it would hit the hill and kill the bombardier and navigator. After applying full right throttle the plane veered to the left, perpendicular to runway, across the runway straight for another ditch and small dirt embankment. The right wheel hit sewerage main and a hill, approximately from 3 to 4 feet deep causing the airplane to swing to the right and land approximately parallel to the embankment on the left side of the field. The plane hit the embankment, the left wheel dropped in a 6 foot hole and she stopped.

Q. Did you feel at any time in your approach that you were over-shooting?

A. No, Sir. Neither the Co-pilot nor myself had any doubt as to whether or not we could stop on the runway.

Q. Did you have any doubt in your mind as to the proper runway to land on?

A. No, Sir. I drug the field. On the landing the first time there were two planes going in before me.

Q. Before landing did you notice the direction in which the wind tee was pointing?

A. No, Sir. The wind tee could have been in any direction. I did not look at the wind tee. Tower reported wind calm, therefore tee could have been in any direction.

Q. Do you feel that in any way the direction of the wind may have been a contributing factor to the accident?

A. Yes, Sir, I do. We landed down wind with full flaps.

Q. Do you feel, in your own opinion, that mechanical difficulties, that is, your left brake, was a contributing factor?

A. Yes, Sir. If we had had a left brake we could have stopped the airplane before we hit the end of the runway. The history of the left brake, I feel, will be important information to be used in the accident record. Ever since the Vega 17 was assigned to me the left brake has given us trouble since the first day we ran up the engines with the brakes locked. The left brake did not hold very well. Ground engineers thought it was in the Hydraulic system. The Hydraulic system was bled and refilled. The brake would hold some days and some days would not. On arriving at Kearney, Nebraska, we had the left brake band taken off, found that the brake surface of the left brake has been scarred down to the metal. Braking blocks worn so as to give no traction. A new brake assembly was put on. The brakes were checked in parked position and found that it was still slipping. The engineering department decided that it was in the Hydraulic system. They replaced the shutter valve in the deboost system. On O.K. from ground engineers took plane up for a test hop. On first running up the engines brake did not hold. Cut engine Hydraulic pressure, checked. Started engines again, proceeding to test brake with full left throttle brake found O. K. On check flight the landing was made without the use of brakes. I did not determine whether the brakes would hold on landing. Before our flight to Bangor, Maine, the engines were run up and left brake held O. K.

Q. When did you first become aware that a B-17 had landed and was at end of runway?

A. When I was on the runway. I was under the impression that the plane on end of the runway would turn right to a taxi strip. I felt even though he was there I could stop the ship without coming even close to him.

*George B. Koch*  
*W L H C*

Report of Co-pilot on crash of B-17F 25851 Crew 77.

G. B. Keck (Pilot) called Tower thirty-five miles North of Bangor. I was on interphone talking to bombardier. He told me wind reported calm. Called Tower again 5 miles out. We were told to drag field once. We followed 065 into traffic and dragged field behind him. We were third ship in traffic. Pilot called Tower on Base leg and Tower said we were clear to land. We approached field 125 M.P.H. and hit runway at 95 M.P.H. Pilot let the ship roll app. 50 yds. before trying brakes. I changed prop. pitch from 2100 to full R.P.M. Pilot called "brakes out" and grabbed emergency handle. I grabbed emergency pump. The plane then veered off the runway. The right brake had held enough to turn ship. We left runway and I tried emergency handle two or three times. It did not work. We went down side of runway app. 300 yds. The pilot noticed deep ditch right of runway and turned, with use of right engines, to the left and swerved across runway. The plane hit hole in ground with right wheel and swung to the right and settled in another large hole. The plane did not slow down over 25 M.P.H. after we hit the ground on landing. I reached over and cut switches after we had stopped.

*R. A. Gaudier*  
Lt. R. A. GAUDIER



S T A T E M E N T

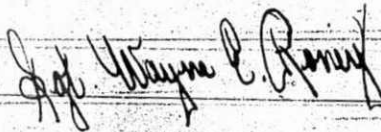
At 18:10, May 19, 1943, Army 5851 received the following landing instructions from Dow Control Tower, "You are cleared to the field." "Make your approach to runway #4." "Wind direction D-Dog. Wind velocity Z-Zebra. Drag the runway once and then give the Tower a call when on your base leg for your landing sequence number."

This information was receipted for with "Roger" and it was obtained by visual reference to our wind direction and velocity indicator and not by the wind tee or the hourly weather report.

At 18:17 Army 230032 landed on runway #4 and proceeded to the end with instructions to hold his position there as aircraft were landing behind him. At approximately 18:18 Army 30065 let down over runway #4 but apparently decided he was coming in too high and pulled up to go around again.

Immediately Army 5851 was given clearance to land. He came in and hit the runway slightly farther down than the other ships had been hitting it. He didn't appear to have an excessive rate of speed and it appeared he would stop at a point just past the intersection of the #4 and East-West runways. But at a point just past the intersection he appeared to be slowing up and also going off along the right hand side of runway #4. He continued raising dust along the side of the runway for a short distance when the ship made a sharp left turn and went diagonally across the runway to come to a complete stop just off the left hand side. My impression was the ship had mechanical trouble of some sort as it seemed to be running smoothly until going off in the dirt along the right hand side of the runway.

These are the facts as I see them to the best of my ability.



Sgt. WAYNE E. RONEY  
15085824  
Operator on Duty

Wind Direction on Landing Code #69244  
D-Dog - Calm  
Wind Velocity Z-Zebra - 0

ACCIDENT INVESTIGATION

May 20, 1943

Aircraft Involved: B-17F-25-VE, AAF No. 42-5851

Investigated in compliance with AAF Regulation No. 62-14, dated  
May 26, 1942, Part Seven

The following switches and controls were found in the positions  
indicated:

Switches - Ignition - Off	Fire Extinguisher Controls - None
Fuel Valves - on	Carb. Air Heat Controls - Cold
Throttle - Unknown	(Jammed at 35)
Mixture - Full Rich	Cockpit Heat Controls - Off
Prop Controls - Low Pitch	Control Lock - Unlocked
Feathering Control - Not Feathered	Parking Brake - Off
Wheel Retracting Control - Neutral,	Stick - Unlocked
Wheels Down	Rudder - Unlocked
Flap Retracting Control - Flaps Down	Wheels - Down
Trim Tab Controls - Landing Position	Flaps - Full Down
Supercharger Controls - 41 inches	Shutter Controls - Closed
Automatic Pilot Controls - Off	Engine Cowl Flap Controls - Closed
De-Icer Controls - Off	Primer Controls - Off
	Oil Dilution Controls - Off

INSTRUMENT READINGS:

Clock - Operative  
Electrical Instruments:

Volt Meter - 0  
Flap Indicator - Down  
P.D.I. - 0  
Radio Compass - 115°  
Battery Switches - Off  
Fuel Tank Indicators - 0

Engine Instruments:

Manifold Pressure Gage #1 engine - 15 inches  
" " " #2 " - 13 "  
" " " #3 " - 20 "  
" " " #4 " - 27 "

Fuel Pressure Gage #1 engine - 14 lbs.  
" " " #2 " - 10 "  
" " " #3 " - 24 "  
" " " #4 " - 14 "



Engine Instruments (Continued):

Tachometer Reading #1 engine - 800  
" " #2 " - 800  
" " #3 " - no reading  
" " #4 " - 1300

Oil Pressure Gage #1 engine - 40 lbs.  
" " #2 " - 25 "  
" " #3 " - 50 "  
" " #4 " - 65 "

Fuel Pressure Gage #1 engine - 14 lbs.  
" " #2 " - 10 "  
" " #3 " - 24 "  
" " #4 " - 14 "

Oil Temperature Gage #1 engine - 0°  
" " #2 " - 0°  
" " #3 " - 0°  
" " #4 " - 0°

Cylinder Head Temperature Gage #1 engine - 0°  
" " #2 " - 0°  
" " #3 " - 0°  
" " #4 " - 0°

Flight Instruments:

Rate of Climb Indicator - 0      Altimeter - 140 ft.  
Bank and Turn Indicator - 0      Artificial Horizon - Uncaged

Amount of Fuel in tanks:

Fuel Gage - 0      700 gals. right tank drained after accident

Amount of oil in Tanks:

138 gallons

Parachutes - any evidence of attempted use - None  
Flares - not used

BINDING, BREAKAGE, ETC., OF CONTROL RODS, BELL CRANKS, TORQUE TUBES, ETC.

Throttle Binds	Automatic Pilot Switches OK
Mixture Inoperative	No Brakes
Ailerons Jammed	Landing Gear Retracting Mechanism Out
Rudder Jammed	Flap Retracting Mechanism Inoperative
Elevators Jammed	Tail Wheel Retracting Mechanism Inoperative
Trim Tabs Jammed	Dual Controls Retracting Mechanism Inoperative
Supercharger Jammed	

Check all control surfaces for freedom of movement and for presence of foreign objects which might have caused sticking or locking. No Factor.

Check to see if there are any parts of the airplane missing. None.

Check loading of the airplane - amount and distribution. Approx. 60,000 lbs.

Check to see if there is any evidence of structural failure.

Brakes - The left brake drum badly burned. The left brake shoe also burned.  
The right brake appears to be OK.

Is there any evidence of fire - how and where did it start? None.

Check AAF Form No. 1 for entries which might have indicated an unusual condition of the airplane or equipment. None.

Was the radio information chart in the airplane? Yes.

Was the "Check List" in the airplane? Yes.

Was there any evidence pointing to sabotage? Assume the existence of sabotage until proven otherwise. None.

*J. M. Killeen*  
2nd Lt., Air Corps  
Base Engineering Officer

AIR-BASE HEADQUARTERS 10-4A  
Office of the Base Operations Officer Page 1  
Dow Field  
Bangor, Maine

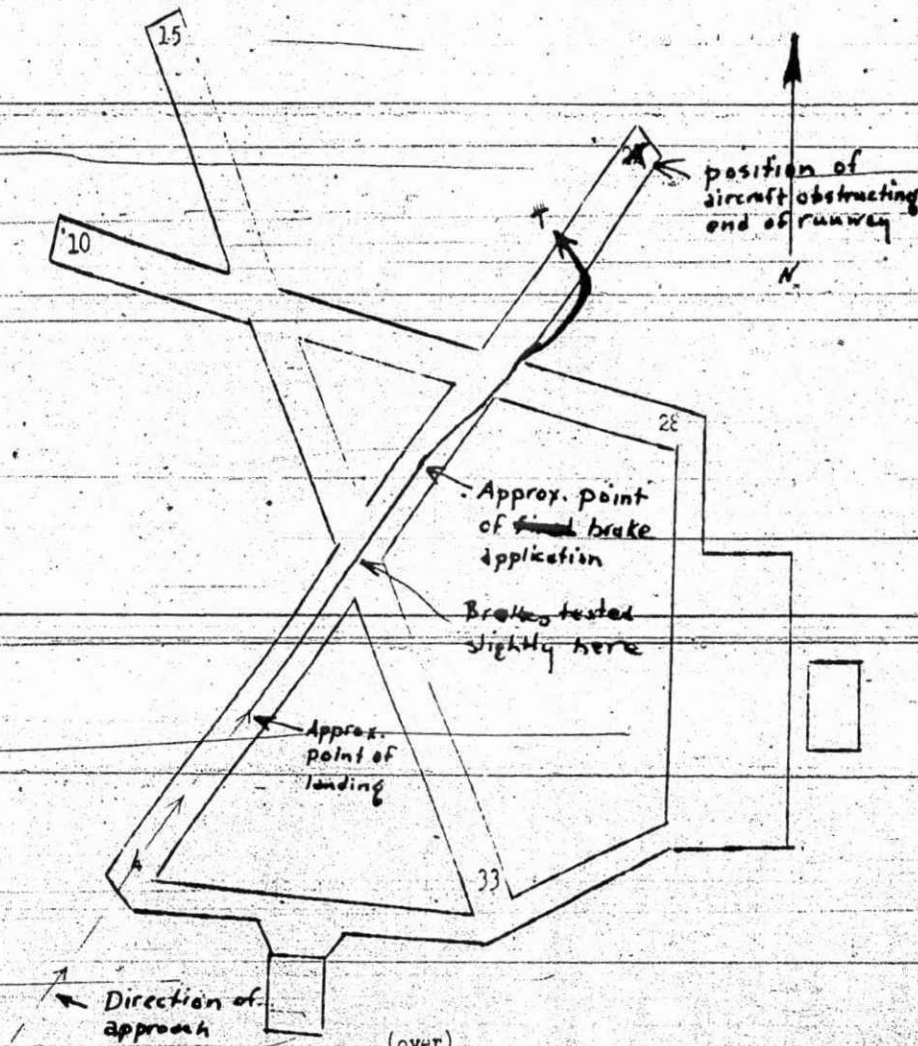
OPERATIONS CIRCULAR)

May 14, 1943

NUMBER 10-4A )

FLYING REGULATIONS  
DIAGRAM, NUMBERING SYSTEM RUNWAYS  
Dow Field  
Bangor, Maine

This circular supersedes Operation Circular 10-4A dated May 14, 1942.





AIR BASE HEADQUARTERS  
OFFICE OF THE BASE OPERATIONS OFFICER  
DOW FIELD  
BANGOR, MAINE

000.93

MMH/nwc  
May 25, 1943

SUBJECT: Transmittal of WD AAF Form No. 14.

TO : Commanding General, Army Air Force, Washington, D. C. (Direct  
through Commanding Officer, Dow Field, Bangor, Maine).

1. Transmitted herewith is the original copy of WD AAF Form No.  
14, accomplished in compliance with AAF Regulation 62-14.

*Malcolm M. Heber*

MALCOLM M. HEBER,  
Major, Air Corps,  
Base Operations Officer  
Aircraft Accident Officer

Incl.

- 1 - WD AAF Form No. 14
- 2 - Photographs
- 1 - Survey of Damage
- 3 - Statements

000.93

1st Ind.

EHS:msa

AIR BASE HEADQUARTERS, Dow Field, Bangor, Maine, May 26, 1943.

TO: Commanding General, Army Air Forces, Washington, D. C.

Approved.

*Thorne Deuel*

THORNE DEUEL,  
Lt. Col., AC,  
Commanding.

Incl. n/c

*RFC*  
6

SURVEY OF DAMAGE  
B-17F 42-5851

#3 Engine torn out

#3 Prop. damaged extensively

Fuselage broken in two at #6 station

R inboard wing damaged extensively

Rear portion of fuselage twisted

#3 turbo badly damaged

R landing gear damaged extensively

#1, 2 & 4 props damaged

L outboard wing damaged extensively

L inboard wing badly strained

Tail wheel retracting mech. & structure torn out

L gear badly strained

Plexiglass nose cracked

All engines sudden stoppage

Ball turret slightly damaged

Radio loop damaged extensively

*Harry E. Nixon Jr.*

BASE OPERATIONS  
DOW FIELD  
BANGOR, MAINE

May 19, 1943

I certify that the following message is official business and is necessary  
in the military service:

CG A. ORMISTON  
1st Lt., AC  
Ass't. Adjutant

The priority rating of this message is:

URGENT \_\_\_\_\_ ROUTINE   
OPERATIONAL PRIORITY \_\_\_\_\_ DEFERRED \_\_\_\_\_  
PRIORITY \_\_\_\_\_

TO BE DELIVERED

COMMANDING GENERAL ARMY AIR FORCES  
WASHINGTON, D. C.

DF MI65P

19 MAY 18:19 DOW FIELD, MAINE. PILOT FIRST LIEUTENANT GEORGE B KECH  
AUS SECOND AF KEARNEY FIELD, NEB. LANDING ACCIDENT. LEFT BRAKE INOPERATIVE.  
PILOT NO INJURY. CO-PILOT SECOND LIEUTENANT RAYMOND A. GAITHER AUS SECOND AF  
KEARNEY FIELD, NEB. NO INJURY. NAVIGATOR SECOND LIEUTENANT WILLIAM W. JOAKY  
AUS SECOND AF KEARNEY FIELD, NEB. NO INJURY. BOMBARDIER SECOND LIEUTENANT ARTHUR  
H. BRYANT AUS SECOND AF KEARNEY FIELD, NEB. MINOR LACERATIONS OF HEAD. ENGINEER  
1/SGT MILTON J. DEVILLE SECOND AF KEARNEY FIELD, NEB. NO INJURY. ASS'T ENGINEER  
PVT BILLY J. JACKSON SECOND AF KEARNEY FIELD, NEB. NO INJURY. RADIO OPERATOR  
S/SGT FRANK E. BOLLINGSWORTH SECOND AF KEARNEY FIELD, NEB. NO INJURY. ASS'T RADIO  
OPERATOR SGT WALDEN A. HUGHES SECOND AF KEARNEY FIELD, NEB. NO INJURY. AERIAL  
GUNNER W/SGT THEODORE PADUCH SECOND AF KEARNEY FIELD, NEB. NO INJURY. ASS'T  
AERIAL GUNNER S/SGT HERBERT HELSS SECOND AF KEARNEY FIELD, NEB. NO INJURY. TACTICAL  
LG. HIGH WINDS FROM SOUTHWEST ESTIMATED 5000 FT. VISIBILITY UNLIMITED  
SURFACE WIND SOUTH-SOUTH-WEST 12 MPH (2-585) B-17F KEARNEY FIELD, NEB. AIRPLANE  
COMPLETELY WRECKED. LOCAL SALVAGE. NONE

1943

DIR. F.

VALENTINE  
COAB DT

MALCOLM M. REBER  
Major, AC  
Base Operations Officer

43-5-19-11

43-5-19-11

RAC



ARMY AIR FORCES

For Action AIU ✓  
For Info. CS  
For File M&R

HEADQUARTERS FLIGHT CONTROL COMMAND

WINSTON-SALEM, NORTH CAROLINA DATE 5/20/43

T. W. X.

TELEGRAM

RADIO

INCOMING  
MESSAGE NO. MSG 1 ARL 234 MAY 20/43

**MASTER COPY**

~~DOWFIELD BANGOR MAINE 200245Z~~

CG AAF WASHINGTON D C

DF M165P 19 MAY 18.19 DOW FIELD MAINE. PILOT FIRST LIEUTENANT GEORGE  
B KECK AUS SECOND AF KEARNEY FIELD, NEB. LANDING ACCIDENT. LEFT  
BRAKE INOPERATIVE. PILOT NO INJURY. CO-PILOT SECOND LIEUTENANT  
RAYMOND A. GAITHER AUS SECOND AF KEARNEY FIELD, NEB. NO INJURY.

NAVIGATOR SECOND LIEUTENANT WILLIAM W. JUERT AUS SECOND AF KEARNEY  
FIELD, NEB. NO INJURY. BOMBARDIER SECOND LIEUTENANT ARTHUR H. BRYANT  
AUS SECOND AF KEARNEY FIELD, NEB. MINOR LACERATIONS OF HEAD. ENGINEER  
T/SGT MILTON J. DEVILLE SECOND AF KEARNEY FIELD NEB. NO INJURY. RADIO  
OPERATOR S/SGT FRANK E. HOLLINGSWORTH SECOND AF KEARNEY FIELD, NEB.  
NO INJURY. ASST RADIO OPERATOR SGT WALDEN A. HUGHES SECOND AF  
KEARNEY FIELD, NEB. NO INJURY. AERIAL GUNNER S/SGT THEODORE PADUCH  
SECOND AF KEARNEY FIELD, NEB. NO INJURY. ASST AERIAL GUNNER S/SGT  
ALFRED REISS SECOND AF KEARNEY FIELD, NEB. NO INJURY. TACTICAL XC.

HIGH BROKEN LOWER CLOUDS CEILING ESTIMATED 5000 FT. VISIBILITY  
UNLIMITED SURFACE WIND SOUTH-WEST 12 MPH 42-5851 B-17F KEARNEY FIELD  
NEB. AIRPLANE COMPLETE WRECK. LOCAL SALVAGE. NONE..

VALENTINE COAB DF

RECD IN AAF MSG CENT 20 4 35  
RECD BY AFAC 20 0832 EWT  
RELEASED TO TWX 200930 EWT

MH 1010EWT

43-5-19-11

DOWFIELD BAUGOR MAINE 200245Z

COMMANDING GENERAL ARMY AIR FORCES  
WASHINGTON DC

DZ M165P 19 MAY 18.19 DOW FIELD MAINE. PILOT FIRST LIEUTENANT GEORGE

B KECK AUS SECOND AF KEARNEY FIELD, NEB. LANDING ACCIDENT.

LEFT BRAKE INOPERATIVE. PILOT NO INJURY. CO-PILOT SECOND

LIEUTENANT RAYMOND A. GAITHER AUS SECOND AF KEARNEY FIELD, NEB. NO

INJURY. NAVIGATOR SECOND LIEUTENANT WILLIAM W. JUART AUS SECOND AF

KEARNEY FIELD, NEB. NO INJURY. BOMBARDIER SECOND LIEUTENANT

ARTHUR H. BRYANT AUS SECOND AF KEARNEY FIELD, NEB. MINOR LACERATIONS

OF HEAD. ENGINEER T/SGT MILTON J. DEVILLE SECOND AF KEARNEY FIELD

NEB. NO INJURY. ASST ENGINEER PVT BILLY J. JACKSON SECOND AF KEARNEY

FIELD, NEB. NO INJURY. RADIO OPERATOR S/SGT FRANK E. HOLLINGSWORTH

SECOND AF KEARNEY FIELD, NEB. NO INJURY. ASST RADIO OPERATOR

SGT WALDEN A. HUGHES SECOND AF KEARNEY FIELD, NEB. NO INJURY. AERIAL

GUNNER S/SGT THEODORE PADUCH SECOND AF KEARNEY FIELD, NEB. NO INJURY.

ASST AERIAL GUNNER S/SGT ALFRED REISS SECOND AF KEARNEY FIELD, NEB.

NO INJURY. TACTICAL XC. HIGH BROKEN LOWER CLOUDS CEILING

ESTIMATED 5000 FT. VISIBILITY UNLIMITED SURFACE WIND SOUTH WEST

12 MPH 42-5851 B-17F KEARNEY FIELD NEB. AIRPLANE COMPLETE WRECK.

LOCAL SALVAGE. NONE.

VALENTINE COAB DF

RECD IN AAF MESSG CNET: 20 4 35  
VR

DISTRIBUTION

- AFPM (3cys) AFPO
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- AFTAS AFDMA
- AFATC AFRTW (2cys)
- AFDS-2



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HQ. A.A.F.

943 MAY 20 AM 8 32

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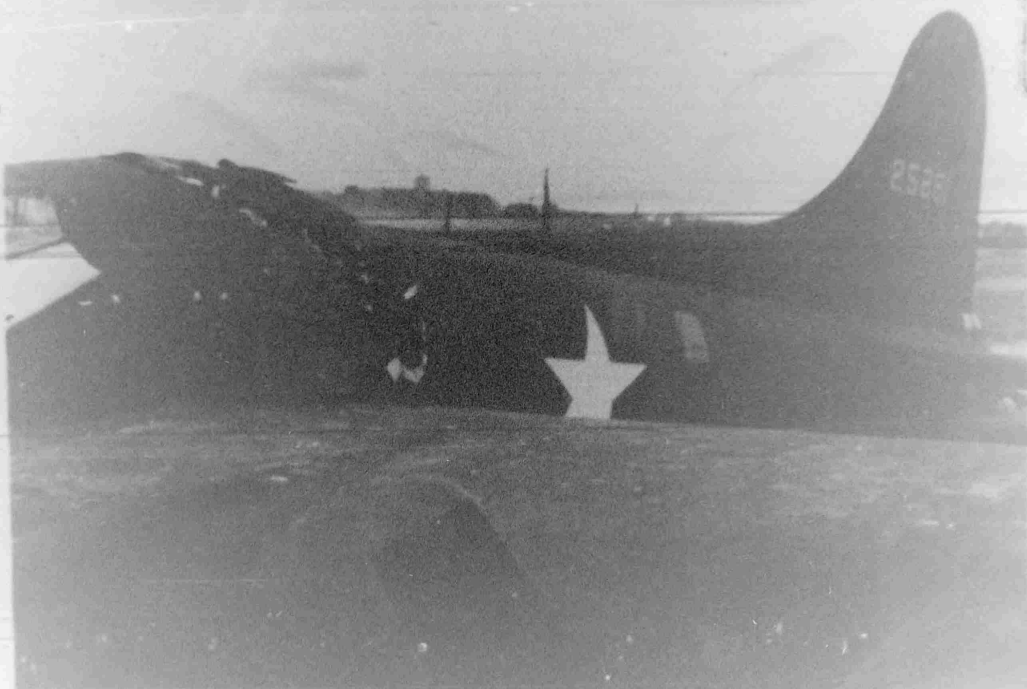
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