

Accident No.

Pilot's Name

Nature Group

Specific Nature

Underlying Nature

100% 28 Cause Group

73 Specific Cause

84 Underlying Cause

Take off
Muscle tension
Electrical system
Aircraft
Electrical system
Undetermined

Cause Group

Specific Cause

Underlying Cause

352

Accident No. 44-1-29-507

Date

Checked by

Analysed by

Copied for Wright
Field by

Notes

3-7
3-8-44
Photo copy mailed
Wright 3/23/44 R.S.

[Handwritten notes and signatures]

352

122519-13

WAR DEPARTMENT CANCELLED OR CHANGED
 CLASSIFICATION No. 14 "RESTRICTED"
 1 May 15, 1962

SECRET

Accident No. _____

TO BY AUTHORITY OF Station #139 U. S. ARMY AIR FORCES
 DATE 15 June 45 REPORT OF AIRCRAFT ACCIDENT

(1) Place: Station #139 (2) Date: 29 January 1944 (3) Time: 0634 3
 Aircraft: (4) Type and model: B-17C (5) A. F. No.: 42-31602 (6) Station: #139
 Organization: (7) 8th AF (8) 100th BH (9) 550th BH
 (Command and Air Force) (Group) (Detachment)

PERSONNEL

Category	Name (Last name first)	Rating	Serial No.	Rank	Previous Class	Branch	Air Force or Command	Result to Personnel	Use of Parachute
P	MARK, LLOYD C.	P	0-746387	2nd Lt.	ORC	Air Corps	8th AF	Burns	No
CP	LUNDHOLM, WESTLEY	P	0-750807	2nd Lt.	ORC	Air Corps	8th AF	Burns	No
N	POWELL, RICHARD A.	N	0-808136	2nd Lt.	AUS	Air Corps	8th AF	Killed	No
B	DEBORGIO, ALBERT L.	G	59091869	T/Sgt	AUS	Air Corps	8th AF	Killed	No
R	MAKOWSKI, JOSEPH A.	R	56388717	T/Sgt	AUS	Air Corps	8th AF	Killed	No
E	ANDERSON, MAURICE V	E	16151111	T/Sgt	AUS	Air Corps	8th AF	Burns	No
STO	CHALLONER, CHARLES H.	AE	31208983	S/Sgt	AUS	Air Corps	8th AF	Killed	No
SW	SCHNEER, RAYMOND J	AG	12046543	S/Sgt	AUS	Air Corps	8th AF	Killed	No
LW	SILVANI, JOSEPH C.	AR	12039960	S/Sgt	AUS	Air Corps	8th AF	Killed	No
TO	DEAN, ROBERT H.	AG	16117699	S/Sgt	AUS	Air Corps	8th AF	Killed	No

PILOT CHARGED WITH ACCIDENT

(20) MARKS, LLOYD C. (21) 0-746387 (22) 2nd Lt. (23) ORC (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned to (25) 8th AF (26) 100th BH (27) 550th BH (28) 139
 (Command and Air Force) (Group) (Detachment) (Station)
 Attached for flying (29) 8th AF (30) 100th BH (31) 550th BH (32) 139
 (Command and Air Force) (Group) (Detachment) (Station)
 Original rating (33) Pilot (34) 20/5/45 Present rating (35) same (36) same Instrument rating (37) 29/10/43
 (Rating) (Date) (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
 (38) This type: B-17 (39) Instrument time last 5 months: 60:45
 (40) This model: 0 (41) Instrument time last 30 days: 5:30
 (42) Last 90 days: 54:15 (43) Night time last 6 months: 20:35
 (44) Total: 2-17 (45) Night time last 30 days: 4:00
 All: 552:45

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(47) Aircraft: <u>5</u>	Complete wreck
(48) Engine(s): <u>5</u>	Complete wreck
(49) Propeller(s): <u>5</u>	Complete wreck

(50) Weather at the time of accident: Visibility three miles, ceiling 400 feet (actual) Weather station reported 1,400 foot ceiling.

(51) Was the pilot flying on instruments at the time of accident: Yes
 (52) Cleared from: Station #139 (53) To: L 14 (54) Kind of clearance: Operational 2
 (55) Pilot's mission: Operational 05

(56) Nature of accident: Crash after night take-off

(57) Cause of accident: Fluorescent lights in cockpit went out.

(58) Form #54 has not been submitted.

CLASSIFICATION CANCELLED OR CHANGED
 TO "RESTRICTED"

SECRET

BY AUTHORITY OF Station #139
 DATE 15 June 45

~~SECRET~~

DESCRIPTION OF ACCIDENT

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

Aircraft Number 42-31502 was the second plane to take-off on an operational mission at 0631 hours on January 29, 1944. In spite of darkness and low visibility, the pilot was successful in getting his aircraft off the ground and into the air. While the wheels were retracting and the airplane had approximately 300 feet altitude, the fluorescent lights went out.

Without the use of instruments, Lt. Marks was unable to control his aircraft. Shortly thereafter, the aircraft crashed into trees and then the ground, resulting in its complete destruction and the death of seven members of the crew.

In order to prevent recurrences of this kind of accident, it is recommended that copilots be instructed to actually hold flashlights in their hands during night take-offs.

J. B. Kidd

JOHN B. KIDD
Lt. Col., Air Corps

John M. Bennett

JOHN M. BENNETT
Lt. Col., Air Corps

Ollie Turner

OLLIE TURNER
Major, Air Corps

(88) No Form 54, Unsatisfactory Report has been submitted.

EXHIBIT "A" - Photographs.
EXHIBIT "B" - Ltr. from Flying Control,
Sta. 139, dtd 29-1-44.

352
Signature Investigating Officer

~~SECRET~~

~~SECRET~~

FLYING CONTROL SECTION : STATION 139
APO 634

7-4-1

29 January 1944

SUBJECT: Aircraft Accident of January 29, 1944 involving one B-17 of
Station 139.

TO : Chairman, Aircraft Accident Committee, Station 139, APO 634.

Synopsis of Accident

1. On 29 January 1944 at 0631 hours, Lt. Mark in aircraft
B-17 42-31502 S of the 350th Bombardment Squadron took off on an
Operational mission. At 0634 hours, this plane crashed about three
miles west of the field at Fremont base which is North-east of Seattle.
The explosion was clearly seen from tower. Ambulances, doctors and
crash tenders were immediately dispatched. Third Bombardment Division,
Ordinance, Ammunition, Provost Marshall, Group Engineering and Photo
Section were immediately notified.

2. Lt. Donald L. Thurlow, Flying Control Officer, who went
to crash reported three of crew, Pilot Lt. Mark, Co-Pilot Lt. Lundholm,
and Engineer Sgt. Anderson escaped with severe burns. These three
were taken to the 231st Station Hospital. All rest of crew were killed.

3. The bomb load exploded after the aircraft hit, making the
aircraft a total loss. No civilians were killed or injured and no
property damage was caused by the crash.

4. The crash happened on the property belonging to Sir John
Mann.

Respectfully Submitted:



JAMES E. FORD,
1st Lt., Air Corps
Flying Control Officer

EXHIBIT "B"

352

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SECRET

SEC →
Merrill
28 Dec 44
E-03-1
28 FEB 1945

360.33

1st Wrapper Ind.

Hq. Eighth Air Force, APO 634, c/o Postmaster, New York, N. Y.

TO: Headquarters, Office of Flying Safety, Winston-Salem, North Carolina.

1. Transmitted herewith W.D.A.A.P. Form No. 14 on the following aircraft accident:

a. 2nd Lt. Lloyd C. Mark, B-17G number 42-31502.

2. Censure.

For the Commanding General:

Merrill
MOLLIE W. HOMAS,
Major, A.G.C.,
Adjutant General

1 Incl:

As above.

352

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8-18-1-00Y29-44X A/C 231502-350-B176X CRASH



10-18-5-100X29-1-94XAL-2-31502-350-B1X1CP



0-18-7/100Y 29-1-4 9Y A- 7 TIEAD-XCA-9/71Y



AD-8-B-100X79-44YK 131507-350-B17YCRM



D-18-6-100X79-1-44X Ak 231502-350-B176XCB



ND-18-7-100X29-1-44XAF 231502-350-B176XCF