

Accident No. 43-2-2-16

Date

Checked by ma 3-22-43

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

(Nature Group

Specific Nature

(Underlying Nature

(Cause Group

Specific Cause

(Underlying Cause

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT NO. _____

(1) Place 9 miles north of Bogus, Kansas (2) Date February 2, 1943 (3) Time 22:20Z
AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 42-5105 (6) Station Army Air Base, Casper, Wyo.
Organization: (7) 2nd Air Force (8) 331st Bomb Gp (9) 461st Bomb Squadron
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DATE	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-X	CAPACCIO, PAUL M.	P	0-791068	1st Lt	2C-101	A/C	2nd AF	Fatal 4	
04-X	STEWART, LATTEIMER	P	T-120196	P/O	2C-101	A/C	2nd AF	Fatal 4	
05-X	MADSON, JACOB M.	N	0-729639	1st Lt	2C-101	A/C	2nd AF	Fatal 4	
07-X	DONLAVAGE, T.	E	12049900	T/Sgt	2E-101	A/C	2nd AF	Fatal 4	
11-X	CULVER, FRANK	RO	13085411	S/Sgt	2E-101	A/C	2nd AF	Fatal 4	
08-X	BLOCK, E. M.	X	16010861	S/Sgt	2E-101	A/C	2nd AF	Fatal 4	

WAR 843AB

PILOT CHARGED WITH ACCIDENT

(20) CAPACCIO, PAUL M. (Last name) (First name) (Middle initial) (21) 0-791068 (Serial number) (22) 1st Lt. (Rank) (23) 2nd AF, Casper, Wyo. (Station)
Assigned (24) 2nd Air Force (Command and Air Force) (25) 331st Bomb Gp (Group) (26) 461st Bombardment (Squadron) (27) A.A.B., Casper, Wyo. (Station)
Attached for flying (28) 2nd Air Force (Command and Air Force) (29) 331st B. Gp (Group) (30) 461st Bombardment (Squadron) (31) A.A.B., Casper, Wyo. (Station)
Original rating (32) Pilot (Rating) (33) 8-5-42 (Date) Present rating (34) Pilot (Rating) (35) 8-5-42 (Date) Instrument rating (36) 11-11-42 (Date)

FIRST PILOT HOURS
(at the time of this accident)

(38) This type 332:40 (42) Instrument time last 6 months 35:50
(39) This model 146:40 (43) Instrument time last 30 days 2:00
(40) Last 90 days 155:25 (44) Night time last 6 months 146:45
(41) Total 332:40 (45) Night time last 30 days 19:50

AIRCRAFT DAMAGE

DAMAGE					(46) LIST OF DAMAGED PARTS	
(48) Aircraft	W	5				
(47) Engine(s)	W	3	W	3	W	3
(48) Propeller(s)	W	3	W	3	W	3
(49) Weather at the time of accident	Overcast with rain. Ceiling probably less than 500 ft. 75					
(50) Visibility more than 1 mile, but probably less than 3 miles. See attached reports of Weather Officers.						
(51) Was the pilot flying on instruments at the time of accident	Yes					
(52) Cleared from A.A.B., Casper, Wyo. (53) To Tinker Field, Oklahoma (54) Kind of clearance instrument. (Copy 2 of clearance attached)	1918					
(55) Pilot's mission	Delivering aircraft to OAD Tinker Field, Okla. 50					

(56) Nature of accident Airplane dived out of low cloud, probably in spin or stall with sideways moment, and struck the ground before recovery from dive was completed. H4 SN 04-020670

(57) Cause of accident Pilot apparently lost control at low altitude while alternating between contact and instrument conditions at base of overcast.

60% Lateral Judgment
40% Poor Technique

CG SEC MC
01-15-14

DESCRIPTION OF ACCIDENT

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

Airplane was observed about 17:20 Central War Time, Traveling N. W. It descended from a low overcast, ascended again into overcast, and briefly thereafter came out in a steep dive. Apparently there was some attempt at recovery, but AP dived into ground with sufficient impact to force engines and nose 3 to 5 Feet into frozen earth. AP exploded on impact, with intense fire ensuing in impact area.

Wreckage was scattered south of impact area in direction paralleling line of wings and to one side only, indicating that AP had a strong sideways moment at time of impact. AP and bodies of personnel were extensively disintegrated. Controls and instruments were almost unrecognizable at time of inspection.

There had been some thunderstorm activity in vicinity. Just prior to crash AP was traveling in direction opposite to its proper course. It can not be determined whether pilot was deliberately returning toward Casper to avoid thunderstorm areas or was not properly controlling his direction while under intense strain. In either event, it is evident that he did not have AP under proper control to meet the conditions which usually prevail at base of a low overcast. The strong sideways moment of AP in combination with dive when it struck ground tends to indicate a stall out of a turn at low altitude.

FINDINGS: While weather was a contributing factor, no evidence has been obtained to indicate that a pilot with reasonable experience in bad weather instrument flying would have found any conditions with which he could not cope, in view of fuel supply. Therefore, it is believed that AP was 100% responsible for accident, with division of cause as follows:

- 50%-Poor judgment in flying at low altitude in overcast.
- 50%-Poor technique in failing to control AP properly

RECOMMENDATION: That pilots of limited experience, even the qualified in instrument flying under a hood, should, so far as is practicable, be required to make initial instrument flights in bad weather in company with pilots of fairly extensive bad weather flying experience until they have demonstrated proper competence in judgment, self-control and technique.

February 13, 1945

Wm. A. Cahill

WM. A. CAHILL,
Lt. Col., Air Corps

(Signature)

(Investigating Officer)

R. H. Walker

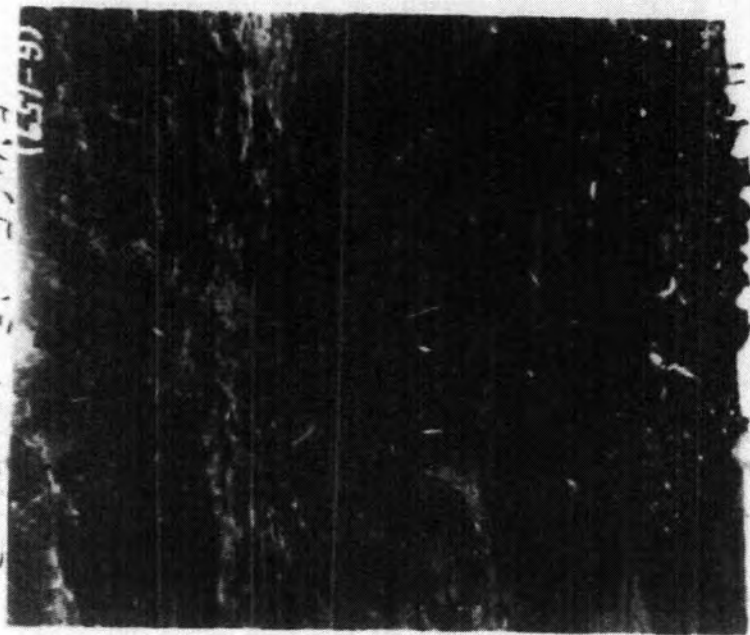
R. H. WALKER, Major, A.C.

W. E. BOYD, Major, A.C.



(G-165)

SCATTERED WRECKAGE



(G-153)

FRONT OF WRECKAGE

February 4, 1943
Bogue, Kansas

I, Charles H. Kenyon, was just east of my house, about 5:15 Central War Time on Feb. 2, 1943 when a large four engine plane came down out of the clouds right over my head traveling North West. It raised and went over my house, lost altitude directly after, then raised again and went back up into the clouds almost out of sight. About a minute later it appeared to blow up in the air about forty feet above the ground approximately a mile north west of my house. As the plane passed me the engines seemed to be cutting out and cutting in.

It had been raining nearly all afternoon but at the time of the crash it was misting and the clouds were hovering low over the ground. I had heard thunder about 2 or 2:30.

(Sign) C. H. Kenyon

" CERTIFIED A TRUE COPY."

Wm. A. Cahill

WM. A. CAHILL
Lt. Col., AC
Commanding

Exhibit B

February 3, 1943
Bogue, Kansas
PR #1

I was in front of my house about 4:20 Mountain Time yesterday. It was raining. There had been some thunder some time before. I heard a plane. It was in the clouds because I could not see it. The ceiling was very low. Suddenly I saw a plane about a mile N E came out of the clouds. It was diving down. There was no smoke coming from it. It started to level off, but suddenly there was a great explosion. The flame shot up to the clouds. I put chains on my pickup and went to the wreck as quickly as possible. There was fire around the main wreck and pieces of wreckage scattered over a large area. I helped others gather pieces of bodies, which were badly mangled and scattered.

(Sign) Oscar Johnson

" CERTIFIED A TRUE COPY."

Wm. A. Cahill

WM. A. CAHILL
Lt. Col., AC
Commanding

Exhibit C

February 4, 1943
Bogue, Kansas

Time about 4:30 Mountain Time Feb. 2, 1943. It was misting or raining a little. The clouds were very low about 300 or 400 feet. I heard the plane two or three times close to my house just before the crash. The motors appeared to be sputtering or cutting out and then would come back full on. When the plane hit the motors sounded as if they were gunned full on.

It had been raining nearly all afternoon off and on. I heard no thunder or lightning during the afternoon. A light wind was blowing from the south east.

I did not actually see the plane until after the explosion. Although my house is about 1 3/4 miles away, the explosion shook the house violently and shook me where I was standing outside the house.

My wife and I saw a large plane, probably a four engine one, flying east about three hours before the crash. They were flying below the overcast at that time and appeared to be only 200 or 300 feet high.

My house is in full view of the spot where the plane crashed. I immediately went down to the location on my tractor. There was a long imprint on the ground as if the belly of the ship had hit the ground about 20 feet north of the torn up ground.

(Sign) R. Pennington

" CERTIFIED A TRUE COPY."

Wm. A. Canill

WM. A. CANILL
Lt. Col., AC
Commanding

Exhibit D

HEADQUARTERS ARMY AIR BASE
Office of the Operations Officer
Casper, Wyoming

February 19, 1943

SUPPLEMENT TO CHECK LIST, FORM # 14.

1. The total time in B-17 type aircraft of the pilot, 1st Lt., Paul M. Capaccio, held responsible for this accident is as follows:

a. Total day-time	249:00
b. Total night-time	83:40
c. Total instrument	35:50

2. The last instrument check taken by Lt. Capaccio was on November 11, 1942 at Gowen Field, Boise, Idaho. The pilot was given this instrument check by William L. Chamberlin, 1st Lt., Air Corps, in a B-17 type airplane.

3. No information available as to indication of pilot fatigue.

4. An officer club, day rooms, and gymnasium are available on the post in addition to a skeet range, for recreation. Rest may be obtained by the use of barracks and B.O.Q's. Officers and enlisted messes operated 24 hours a day.

5. Statement of Group Flight Surgeon attached.

6. Not applicable.

7. There are no Group Weather Officers attached to this Base, however, a statement of the Base Weather Officer is attached.

8. "Lack of Supervision" of Command personnel was not found to be apparent by the Aircraft Accident Classification Committee.

9. The following are available for day and night operation for aircraft maintenance:

a. Spare parts.
b. Suitable lighting equipment.
c. Transportation.
d. Adequate shelter for protection from excessive heat and cold.

OFFICE OF THE GROUP SURGEON
331st Bomb Group (H)
AAB, Casper, Wyoming

RPH/skm

February 9, 1943

S T A T E M E N T

1. The following may be stated as regards aircraft accident in which airplane B-17-F No. 42-5105, crashed ten miles north-east of Hill City, Kansas, February 2, 1943.

a. This Officer had never met 1st Lt. PAUL M. CAPACCIO, 0791068 A.C.

b. This crew reported at this station January 31, 1943. No physical or neuro psychiatric disorders are recorded on the W. D. A.C.O. Form #64. Files and combat crew examinations of the members of this crew.

c. The following recreational facilities are available: (1) Post Theater. (2) Officers Mess. (3) Day Rooms. (4) Recreation Hall.

d. Barracks are well situated and quiet to provide rest facilities.

e. Food may be obtained by crew members at the Officers Mess and Consolidated Mess at any time.


RULON F. HOWE
Major, M. C.
Group Surgeon

BASE WEATHER STATION

**Army Air Base
Casper, Wyoming**

STATEMENT OF WEATHER OFFICER

At 1430 MWT February 2, 1943, the time of the crash of 25105, a low pressure center was located about 50 miles east of Trinidad, Colorado with a warm front extending from the center southeast through western Oklahoma to near Dallas, Texas. Active overrunning of warm unstable air was producing multiple decks of clouds with overcast stratus over Oklahoma and Kansas except for the north east portion of Kansas. Casper to North Platte, the clouds were thin overcast over 10,000 feet above the ground with lower scattered clouds 5 to 7 thousand ft above the ground. The lower clouds at North Platte were scattered 5000 ft above the ground and were overcast at the same level at Hayes Center, Nebr. The low stratus and cumulus clouds with ceilings 5 to 10 hundred feet with drizzle and light rain extended from approximately the position of the crash to central Kansas where ceilings lowered to 2 to 4 hundred with scattered thunderstorms through southern Kansas and central Oklahoma. Wichita reported overcast with 900 ft ceiling and light rain. Thunderstorms developed during the flight but were not reported north of Dodge City or Geneseo, Kansas during the flight.

It is believed that at the scene and time of the crash, the ceiling was between 5 and 10 hundred ft with overcast clouds, drizzle or light rain. Visibility was 2 to 4 miles. Cumulus or stratus clouds with light to moderate turbulence were probably extending to 15 - 18 thousand in the heavier showers with tops of the stratus clouds about 5000 feet MSL between showers. The icing level was 10,000 feet MSL. The airplane was apparently flying within 30 or 40 miles of the north edge of the low cloudiness.

Norman H. Caldwell

**NORMAN H. CALDWELL
Captain, AC
Base Weather Officer**

Exhibit F

BASE WEATHER STATION
Army Air Base, Walker, Kansas
(Post Office and Railhead: Victoria, Kansas)

EAW/kfb

February 5, 1943

SUBJECT : Summary of Weather Conditions near Hills City, Kansas on
February 2, 1943.

TO : Commanding Officer, Army Air Base, Walker, Kansas.

1. In my opinion it would have been very difficult to have been able to forecast an intense thunder storm near Hill City at the time the plane was cleared. The low ceiling, fog and precipitation, however, could have been forecast with a reasonable degree of accuracy.

2. Since the thunder storm was not reported on any sequences or special reports in Western Kansas and Nebraska and in Colorado, but stations in this region did report rapidly falling barometers it is likely that the weather conditions were of a purely local nature. The only thunder storms reported on sequences available to this station were in the East Texas region.

3. The C.A.A. forecasts for the period 1100 to 1930, February 2, 1943 forecasted light rain, light icing, ceilings of one to two thousand and visibilities of 6 miles lowering to two to four miles in precipitation, for Dodge City, Garden City and Hutchinson terminals.

Edward A. Viberg
Edward A. Viberg
2nd Lt, Air Corps
Base Weather Officer

Exhibit G

HEADQUARTERS, ARMY AIR BASE, WALKER, KANSAS
(POST OFFICE & RAILHEAD: VICTORIA, KANSAS)

February 13, 1943

STATEMENT OF AIRCRAFT ACCIDENT COMMITTEE

It is the opinion of this Committee that there is no evidence to indicate any lack of reasonable supervision on the part of command personnel in connection with accident on February 2, 1943 nine miles north of Bogue, Kansas, involving B-17-F airplane No. 42-5105 piloted by 1st Lt. Paul M. Capaccio.

Wm. A. Canill

WM A. CANILL
Lt. Col., AC

TRUE COPY
AIRCRAFT CLEARANCE
(Pilot will complete necessary data on solid lines only)

Flight Identification
No. 35105

OPERATIONS OFFICE ARMY AIR BASE DATE 2-2-43
ADDRESS CASPER, WYOMING

B-17F (Airplane model) 35105 (Serial number) AAB CAS (Home station)

NAME AND RANK OF CREW AND OTHER OCCUPANTS

1. <u>CAFACCIO P.M. 1st Lt.</u>	5. <u>CULVERT S/Sgt</u>
2. <u>STEWART L. L. Flt. Off.</u>	6. <u>BLOCH H. M. S/Sgt (Penger)</u>
3. <u>MADSEN J. 1st Lt.</u>	7. _____
4. <u>DONLAVCE T/Sgt</u>	8. _____
9. _____	9. _____

To _____ via _____ at _____ (Route) (Altitude)

To Tinker Field, Oklahoma City OK via Direct at 11500 (Route) (Altitude)

To Oklahoma City via Direct at 7500 (Route) (Altitude)

ke _____ ke 6210 ke _____ (Transmitting frequency)

Receiver only ☐ No radio ☐

REMARKS: LOCATION OF ALL DANGER AREAS AND FIELD CONDITIONS IN THE VICINITY OF ROUTE FOR WHICH THIS CLEARANCE IS MADE.

1200 (Proposed take-off time) 5 hrs (Estimated time en route) 12 (Hours of fuel aboard)

Hutchinson, Kansas (Alternate airport - for instrument flight only)

Thorough consideration has been given by the pilot to the NECESSARY MAPS, EMERGENCY EQUIPMENT, NOTICES TO AIRMEN, and WEATHER CONDITIONS affecting the proposed flight. The pilot is familiar with local flight rules and regulations and those of the Civil Aeronautics Administration.

WEATHER: C ☐ N ☐ FORECAST FOR ROUTE (E. T. E. plus two hours): WAVE CENTER TRINIDAD COLO.
WITH WARM FRONT TD-DL. HIGH BKN CLDS LWR SCTD-BKN 6-8 THSD ABOVE TERRAIN
BCMG OVC STRATUS WRN KANSAS, CIGS 5-10 HUND. CLD TOPS 3-5 THSD MSL WITH
DECK AT 10,000 MSL. OCNL LGT DRIZZLE UNDER STRATUS. VSBY UNL, LWRG 2-3 MI.
WINDS ALOFT: _____ at _____ at _____ at _____
(Best altitude + 2,000 feet) (Best altitude) (Best altitude - 2,000 feet)

(S) NORMAN H. CALDWELL 1110M /s/ P. M. CAFACCIO 1st Lt.
CAPT (Signature of weatherman) (Signature of pilot) ☐ Command ☐ Senior ☒ Pilot
OK 1225 NHC DV-ATC (MN) 1126
OK 1139 NHC (Time)
Approval received: 1345 Clyver H. Powe (Time) (Signature)
Taken-off reported by TOWER (25) To CHP (Time) (Signature)
Taken-off 1358 Message sent by TOWER 1358 (Time) (Signature)
Clearance authority (not required for command and senior pilots)
Clearance officer Operations officer (not required for command and senior pilots)

CLEARANCE VOID AFTER _____

Exhibit E

**HEADQUARTERS, ARMY AIR BASE, WALKER, KANSAS
(POST OFFICE & RAILHEAD: VICTORIA, KANSAS)**

February 13, 1943.

SUBJECT: Transmission of Form 14

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

1. Herewith original copy of Form 14 Report of Aircraft Accident concerning accident involving B-17-F Airplane No. 42-5106 from Army Air Base, Casper, Wyoming, piloted by 1st Lt. Paul M. Capaccio, which crashed February 2, 1943 about nine miles north of Dodge, Kansas.

Wm. A. Canill

**WM A. CANILL
Lt. Col., Air Corps
Commanding**

W/S

134

29

MAR 5 1943 9 27 AM

WAR 55 33 CR

ARMY AIR BASE CASPER WYOMING MARCH 43/050625Z

CCRAF

WASHINGTON 2 C

AFDFS

CAS 2 73 2 PERIOD

SITE AFDFS 764 PERIOD A C FROM FOURTEEN COVERING 2 SEVENTEEN F PILOT
FIRST BY PAUL H CARPACCIO TEL TWO FORMERLY YOUR HEADQUARTERS FROM
FIFTEENTH KING HEADQUARTERS PERIOD

OTAL 7171

0000

43-2-1-16

MSG 25 ARL 234 MAR 5/43

ARMY AIR BASE CASPER WYOMING MARCH 43/050625Z

CGAAF

WASHINGTON DC

AS 73 2 PERIOD

CITE AFORS 734 PERIOD A C PRO FOURTEEN COVERING B SEVENTEEN F PILOT
FIRST LT PAUL J. CAPACCIO FOR TWO FORWARDED YOUR HEADQUARTERS FROM
FIFTY FIVE FIVE HEADQUARTERS PERIOD

COA CASPER

13LGP

m/4

43-2-2-16

IN/CO

Director of Flying Safety

4 Mar 1963

CO AAB OAWER VTO

J. H. PHTON
Lt. Colonel, AG

DVS

DESIGN AG FORM FOURTEEN COVERING B

SEVENTEEN F PILOT FIRST LT PAUL M CAPACCIO FIB TWO BY FORWARDED
IMMEDIATELY UND AFDVS

ARNOLD

43-2-2-16

3/14

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

BY DIRECT WIRE FROM

WESTERN UNION

1223

107

SYMBOLS

DL - Day Letter

NT - Overnight Telegram

LC - Deferred Cable

MLT - Cable Night Letter

Ship Radiogram

A. N. WILLIAMS
PRESIDENTNEWCOMB CARLTON
CHAIRMAN OF THE BOARDJ. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

WU2 35DL GOVT-AY CASPER WYO 20 1145A
DIRECTORATE OF FLYING SAFETY-

CAS F 268 E PERIOD FORM FOURTEEN COVERING B DASH SEVENTEEN
F PILOT FIRST LIEUTENANT PAUL M CAPACCIO FEBRUARY TWO
AWAITING SIGNATURE OF FIFTEENTH WING REPRESENTATIVE PERIOD
WILL BE FORWARDED AS SOON AS POSSIBLE PERIOD-
COAB CASPER.

43-2-2-16
11

BN/en

Director of Flying Safety

19 Feb 1943

CO AAB CA 727 VTO

J. E. PITCH
Lt. Colonel, AS

DFS

DESIRE AS FORM FOURTEEN COVERING B

SEVENTEEN V PILOT FIRST LT PAUL M GAPPACCIO YES TWO BE FORWARDED

IMMEDIATELY AND AFDPS

STRATHEMTER

43-2-2-16 11

51 WA 134 FEB 3 1943
AY CASPER WYO FEB 3 1943
CG AAF WASH DC

MASTER COPY

EAS* 7 24 E PERIOD SECOND FEB 1630 MWT BPGIE KANSAS PILOT PAUL H CAPACCIO
FIRST LT AUS SECOND AIR FORCE ARMY AIR BASE CAPXXX CASPER WYOMING CRASHED
PILOT PAUL H CAPACCIO FIRST LT AUS 2AF KILLED CO PILOT LATTERMER
L STXXXX STEANSS XXX STWART F/O AUS 1 2AF KILLED NAVIGATOR JACOB
M MADSEN FIRST LT AUS 2AF KILLED ENGINEER T DONDAGE T/SGT AUS 2AF
KILLED RADIOOPERATOR FENXXX FRANK H CULVER S/SGT AUS 2 AF KILLED PASSENGER
HEIMER H CLOCH S/SGT AUS 2 AF KILLED MISSION FERRYING AIRCRAFT ARMY
AIR BASE CASPER WYOMING TO SXXXX XX TINKER FIELD OKLAHOMA CITY
OKLAHOMA REENTER AT 11.2 OF ACCIDENT IN BREN CLDS WITH LOWER CXXX COTRO
FOUR SEVEN FIFT CASPER TO CHEYENNE LOWERING TO FIVE THSD FEET OVERCAST
ATHOUS AT HAYES CENTER CXXX LOWERING TO ONE THOUSAND FEET WITH
FLXXX LIGHT RAIN IN NORTHERN KANSAS SERIAL NUMBER 41-5005 1-177
WYOMING CRASHED WYOMING DALLAS COMPLETE PERIOD
SAILED WITH ALL DISPOSITION UNKNOWN WYOMING TO PRIVATE PROPERTY
THIS IS THE INFORMATION AFFECT XXXX PL 14

43-2-2-16 27

43-2-2-16

CGA - CASP

104

51

WAR 102 104/151 GWT
 12/27/11 AT CASPER WID FEB 3 1943
 COMBAT 100 GWT
 ARMY 100 GWT

CAS 7 10/1/1 24 E PERIOD 2 FEBRUARY 1930 10T 1001T 1001T 1001T
 CAPACIO FIRST 1 1001T 1001T 1001T 1001T 1001T 1001T 1001T 1001T
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 OKLAHOMA CITY OKLAHOMA WINTER AT TIME OF ACCIDENT PILOT'S GLOVE W/TH LOOSE SOME
 FOUR SEVEN FIFTY SEVEN SIXTYE LOCATING TO FIVE THREE FIVE OVERCAST
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~~Miss Murray~~
Miss Murray

regard to me please.
2/22/22
Sav. L.

Miss Murray
attach to

form 1-4
file
Sav. L.

FROM:

Hq. S. R. No. 8

SUBJ.
NAME

DATE:

2/8

NO:

TYPE:

FILE DESIGNATION:

SUBJECT:

Aircraft Accident B-17, No..42-5105, 9 Miles
North of Bogue, Kansas.

TO: REDES

(P.L.I.)

TO:

TO:

TO:

TO:

DATE:

2/15

DATE:

DATE:

DATE:

DATE:

ACTION:

DIVISIONAL FILE COPY

On February 2 Army 43-5106 took off from Casper Army Air Base at 1358 MWT for Tinker Field, Oklahoma City. The pilot was First Lieutenant Paul M. Capaccio, sent here several days ago with an instructor crew from the 100th group at Sioux City. There were four other crew members aboard and one passenger, S/Sgt H. M. Bloch.

The clearance was an instrument clearance with the forecast made by Captain H. H. Caldwell at 1110 MWT. The weather was checked twice and initialed by Captain Caldwell after the original forecast so that the clearance was still good at the time of the take off. The pilot was cleared direct to Kimball, Nebraska to cruise at 11500. At Kimball the pilot was to lower to 7800 and cruise at that altitude direct to Oklahoma City. Both altitudes were sufficient to clear any obstruction enroute for that particular part of the trip.

The ETE for the trip was five hours, making the proposed arrival time 1858 MWT. Around 1945 MWT, when the ship was forty five minutes overdue, the Aircraft Dispatcher requested information as to the Status of 43-5106 from Denver ATC. No information other than the last position report "75 miles west of Grand Island, Nebraska at 1547 MWT" was available at that time, and consequently a "suspected accident notice was sent out by the Denver ATC.

At 0158 MWT on February 3rd the 12 hours of fuel aboard the ship would normally have been consumed, and a TWX report for a missing aircraft was prepared. At 0245 MWT Denver ATC called Casper Operations and informed us that they had just received a notice from Walker, Kansas that 43-5106 had crashed at 1630 MWT on the 2nd of February, and the fact had been verified at 1900 MWT. The ship went down, according to this report, on mile East and nine miles North of Bogue, Kansas. A TWX preliminary report for class one accidents was immediately prepared and sent to the 18th Bomb Wing, Second Air Force, and Army Air Force.

Lt Eaton of the Army Air Base at Walker, Kansas called the Base Staff O.D. and gave a verbal report of the action taken by that Base, such as caring for the bodies, guards, etc. I then called Hill City, Kansas and talked to the Coroner. Six bodies were recovered, badly mangled and slightly burned. Only the body of T/Sgt Donlavage bore any identification. The Coroner asked if the ship had been loaded with dynamite—a question that might give an idea of the planes condition after the crash.

A call to the Air Base at Walker, Kansas failed to produce Lt Eaton for one hour, so the call was finally transferred to the Base Commander. The Base Commander, Colonel Cahill, had just returned from investigating a crash of a B-24 approximately 60 miles South of the scene of 43-5106, which had occurred at about the same time. Although the Colonel had not been to the scene of 43-5106 and had very little information as to the cause etc., he believed it to be due to bad weather. The weather

at the time of the accident was very poor with numerous thunder showers and much turbulence. The B-24 had crashed due to bad weather after all but one of the crew parachuted safely. Colonel Cahill stated that he would take jurisdiction of the accident, and accomplish the investigation and pertinent reports. He did state that the Air Base in Salina, Kansas would aid in the investigation and disposition of the wreck.

Talking with Lt Eaton this morning, February 3rd, I learned that he arrived at the scene of the accident at 2300, posted the necessary guards, and returned to his base. The airplane was scattered all over the terrain, with no large pieces remaining. The only way Lt Eaton was able to discover the serial number of the plane from was some of the aircraft forms scattered about the ground. These rumors were in force at the time Lt. Eaton was at the accident: (1) The airplane exploded in the air, (2) The airplane exploded when it hit the ground, (3) The airplane circled before hitting the ground. At the time of the call this morning Colonel Cahill was already out investigating the accident.

It is the opinion of the undersigned that the pilot was beginning to skirt the bad weather, because he was off course at his last position report. Evidently the pilot unwittingly entered a thunder storm area, lost control in turbulent air, and crashed.

Carroll H. Wight
CARROLL H. WIGHT,
Captain, Air Corps,
Base Operations Officer.

ROUTING AND RECORD SHEET

Note. -- A line will be drawn across sheet after each comment.

File No. _____

Tally No. **AAP** _____

SUBJECT: Aircraft accident B-17, No. 42-5105, 9 miles north of Bogue, Kansas.

NO.	FROM	TO	DATE	COMMENTS	TJF:vh
1	Hq. S.R. No. 8	AFDFS	1943 2-8	1. Attached hereto is the preliminary report of Captain C. H. Wight, Base Operations Officer, Casper Air Base, concerning the accident that happened to B-17, No. 42-5105, February 3, 1942. <i>T.J.F.</i> THOMAS J. FOWLER, Major, Air Corps, Regional Director of Flying Safety, Region No. 8. Attachment (1)	

(Do not use reverse side)

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