

✓ Accident No. 75-11-20-519

Date

Checked by APM 1-1-15

Analyzed by APM

Copied for Wright  
Field by DC

Notes \_\_\_\_\_

10-22-10-45028



**RESTRICTED**

U. S. ARMY AIR FORCES  
REPORT OF AIRCRAFT ACCIDENT

(1) Place Station #133 (2) Date 20 November 1944 (3) Time 0558  
Aircraft: (4) Type and model B17G (5) A. P. #38095 (6) Station #133  
Organization: (7) 8th AF (8) 100th (9) 418th

PERSONNEL

| DUTY | NAME<br>(Last name first) | RATING | SERIAL NO. | RANK     | PERSONNEL CLASS | BRANCH | AIR FORCE OR COMMAND | RESULT TO PERSONNEL | TYPE OF PARACHUTE |
|------|---------------------------|--------|------------|----------|-----------------|--------|----------------------|---------------------|-------------------|
| (10) | (11)                      | (12)   | (13)       | (14)     | (15)            | (16)   | (17)                 | (18)                | (19)              |
| CA   | Mylius, Charles W.        | P      | 0-804492   | Captain  | 18              | AC     | 8th                  | Fatal               | No                |
| P    | Dobrogowski, Stanley J.   | P      | 0-760598   | 1st. Lt. | 18              | AC     | 8th                  | Fatal               | No                |
| CP   | Harvard, Malcolm E.       | CP     | 0-714070   | 1st. Lt. | 18              | AC     | 8th                  | Fatal               | No                |
| N    | Van De Vurst, Henry R.    | N      | 0-717707   | 1st. Lt. | 18              | AC     | 8th                  | Fatal               | No                |
| E    | Lewek, Edward G.          | G      | 32833286   | S/Sgt.   | 21              | AC     | 8th                  | Fatal               | No                |
| R    | Espebeth, Louis M.        | G      | 37584582   | S/Sgt.   | 38              | AC     | 8th                  | Fatal               | No                |

(20) Dobrogowski, Stanley J. (21) 0-760598 (22) 1st. Lt. (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th AF (26) 100th (27) 418th (28) #133 (29) #133  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (30) 8th AF (31) 100th (32) 418th (33) #133 (34) #133  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (35) Pilot (36) 5-12-44 (37) Pilot (38) 5-12-44 (39) 1-5-44  
(Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(39) This type 424:25 (40) Instrument time last 3 months 21:45  
(40) This model 385:16 (41) Instrument time last 30 days 2:00  
(41) Last 30 days 143:10 (42) Night time last 3 months 1:00  
(42) Total 420:45 (43) Night time last 30 days (3 nights take-offs) 2:30  
(43) 420:10 (44) Link Trainer Time Last 30 Days: 3:00  
41A Total Pilot Hours: 420:10

AIRCRAFT DAMAGE

(45) LIST OF DAMAGED PARTS

| DAMAGE            | (46) | (47) | (48) | (49) | (50) | (51) | (52) | (53) | (54) |
|-------------------|------|------|------|------|------|------|------|------|------|
| (46) Aircraft     | W    | Y    | Y    | Y    | Y    | Y    | Y    | Y    | Y    |
| (47) Engine(s)    | W    | Y    | Y    | Y    | Y    | Y    | Y    | Y    | Y    |
| (48) Propeller(s) | W    | Y    | Y    | Y    | Y    | Y    | Y    | Y    | Y    |

(50) Weather at the time of accident 7-9/10 at 2,000 feet, visibility 3000 yards, Wind direction S-SW, 20 miles per hour.

(51) Was the pilot flying on instruments at the time of accident Yes  
(52) Cleared from Station #133 (53) To Station #133 (54) Kind of clearance Weather

(55) Pilot's mission Weather Observation and monitoring aircraft for operational mission of 20 November 1944.

(56) Nature of accident Crashed after night take-off

(57) Cause of accident Unknown

(58) AAF Form 139 will not be submitted. to RESTRICTED

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Incl #3 -



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DESCRIPTION OF ACCIDENT

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

Description of Accidents:

Aircraft number 43-38096 made a normal night take-off at 0556 hours on the 20 November 1944, but approximately 30 seconds after becoming airborne started into a steep bank to the left. The aircraft lost altitude in this turn and continued in this altitude until it crashed about two miles West of the field.

Responsibility:

Responsibility for this accident cannot be placed.

Recommendations to Prevent Repetitions:

1. Continued stress in the use of the pilot's check list to preclude possibility of flight indicator being in the eaged position.
2. That Co-pilot carry a flashlight to be used in case fluorescent lights fail after take-off.

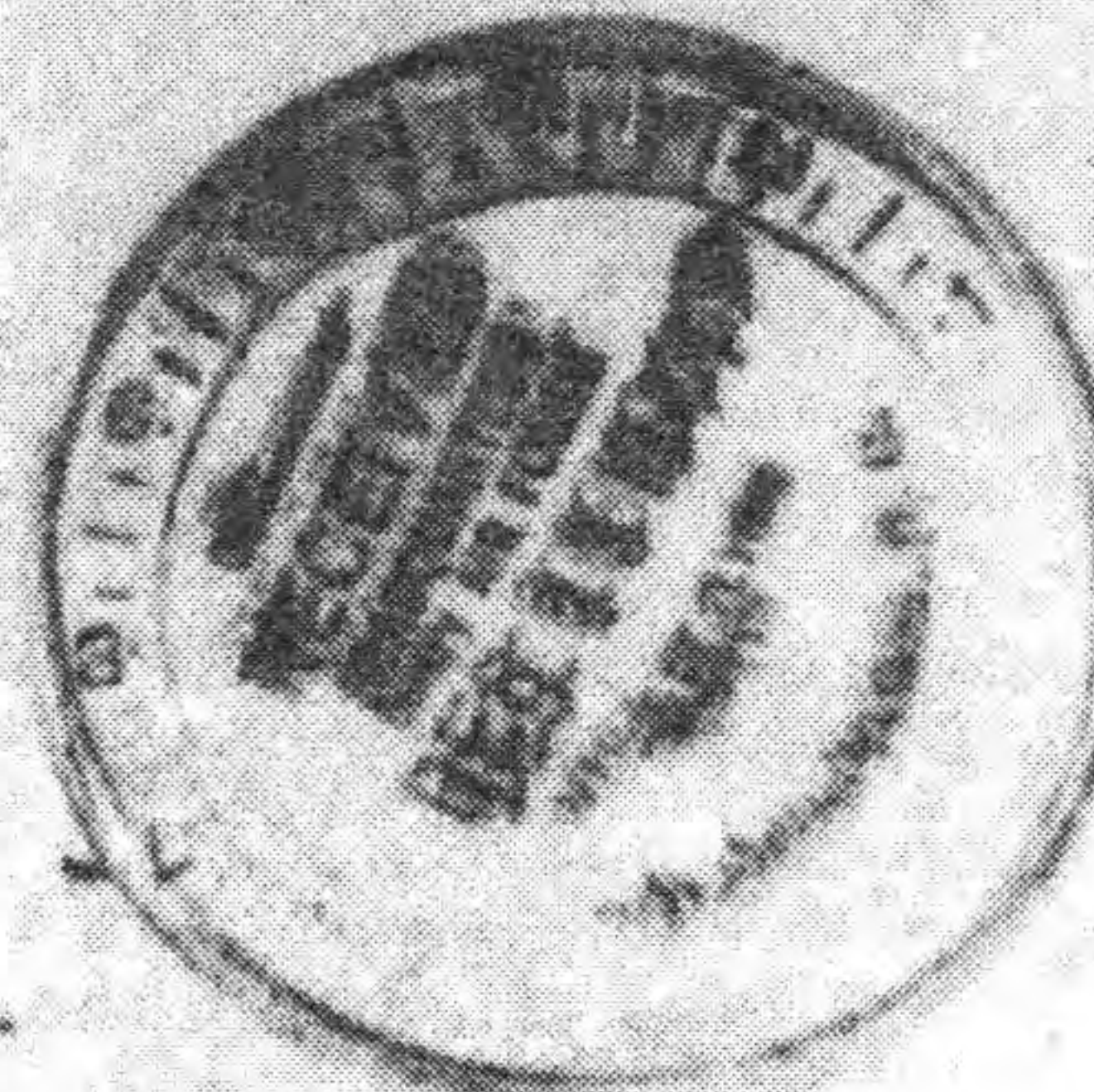
*William H. Thompson*  
WILLIAM H. THOMPSON  
Major, Air Corps,  
President.

*Everett E. Blahely*  
EVERETT E. BLAHELY  
Major, Air Corps,  
Member.

*Sam L. Barr*  
SAM L. BARR  
Major, Air Corps,  
Member.

EXHIBITS:

- "A" - Photographs
- "B" - Convening Authority
- "C" - Flying Control Officer's Report.



Signature \_\_\_\_\_ (Investigating Officer)

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FLYING CONTROL SECTION  
Station 139  
APO #559

21 November 1944

SUBJECT: Aircraft Accident Concerning B-17-G #43-38095-X  
of the 418th Bombardment Squadron (H)

TO : Chairman, Aircraft Accident Committee, Station  
139, APO #559.

1. Concerning aircraft accident of 0557 hours, November 20, 1944, in which B-17-G #43-38095-X, with Captain Charles W. Mylius as command pilot, crashed while taking off to scout weather for an operational mission.

2. The aircraft made a normal night take-off on runway #28, and when about 30 seconds off the end of the runway, at an approximate altitude of 400 feet, started in a steep bank to the left. The plane lost altitude while making this turn and shortly afterwards its navigation lights disappeared behind the line of trees to the west of the airdrome. A moment later there was an explosion as the plane crashed in a wood about 2 miles west of the field on the property of Sir John Mann.

3. Weather conditions at time of take-off: Visibility slightly better than 2 miles; Cloud base-2000 feet, 9/10's coverage; Surface wind-SSW, 19 mph.

4. The aircraft had a crew of six and all were killed. The crew included: command pilot, Captain CHARLES W. MYLIUS O-304492; pilot, 1st Lt. STANLEY J. DZIEROGOWSKI O-760598; co-pilot, 1st Lt. MALCOLM E. HAWARD O-714070; navigator, 1st Lt. HENRY R. VAN DE VUURST O-717707; radio operator, S/Sgt Loris M. Esteseth 37664562; engineer, S/Sgt. Edward C. Lewek 3283-3286.

5. The plane was completely destroyed. There were no civilians killed or injured. No civilian property damaged.

6. Action taken by Flying Control-2 crash crews, ambulances and doctors, military police, and stand-by control officer sent to the scene of accident. Aid requested from Eye Flying Control. 3rd Bomb Div. Flying Control notified.

*Donald F. Thurlow*  
DONALD F. THURLOW  
1st Lt., Air Corps,  
Duty Flying Control Officer.

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HEADQUARTERS ARMY AIR FORCE STATIONS NO. 139  
APC 559

SPECIAL ORDERS)  
NUMBER 300)

8 November 1944

12. In accordance with Par. 1, Part 6 AAF Regulation No. 62-14A, as modified by Section 3, 8th AF Memo 60-2 and USSTAF Reg No. 62-1, 4 Nov 44, the following named officers are appointed a permanent Aircraft Accident Committee for this station. The first-named officer is designated as Aircraft Accident Officer:

|                                 |    |                       |
|---------------------------------|----|-----------------------|
| Maj WILLIAM H THOMPSON, 0398676 | AC | Hq Det, 100th Bomb Gp |
| Maj SAMUEL B. MANNING, 0497433  | AC | Hq Det, 100th Bomb Gp |
| Maj SAM L BARR, 0791276         | AC | 349th Bomb Squadron   |
| Capt NEAL P SCOTT, 0813959      | AC | 351st Bomb Squadron   |
| Maj GEORGE O EMERSON, 0382947   | C  | Hq Det, 100th Bomb Gp |
| Maj MARVIN S BOWMAN, 0474852    | AC | Hq Det, 100th Bomb Gp |
| 1st Lt ELLIS D PIKE, 0873991    | AC | Det 139, 18th Wea Sq  |

By order of Colonel JEFFREY:

OFFICIAL:

HORACE L. VARIAN, JR.,  
Major, Air Corps,  
Adjutant.

*Dec 3. 1944*  
DALE Z. JOHNS  
Captain, Air Corps,  
Ass't Adjutant

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