

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Ellis, Robert C.

B-17D

46-8-29-507

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Evaluation

10/10
10/16

B. Fisher

2/

Accident No. 41-8-29-507

Date 10-3

Checked by LBT

Analyzed by [Signature]

Copied for Wright
Field by _____

Notes _____

1225:9-43

RESTRICTED

ACCIDENT NO.

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Duxford, England(2) Date 29 August 1945(3) Time 1940AIRCRAFT: (4) Type and model B-17(5) A. P. No. 44-48849(6) Station F-357Organization: (7) Eighth AF(8) 100 Bomb(9) 351st Bombardment

(Squadron)

PERSONNEL

DOY	NAME (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)
	Ellis, Robert C.	P	0-827510	Capt.	18	AC	8th	None	No
	Kremer, Wilburn	P	0-833136	1st Lt.	18	AC	8th	None	No
	Folansky, Wallace	N	0-2065611	1st Lt.	18	AC	8th	None	No
	Snyder, Melvin	B	0-720440	Capt.	18	AC	8th	None	No
	Giberson, Cecil W.	E	38406192	T/Sgt	38	AC	8th	None	No
	Mariarty, Keovil T.	E/O	16114389	T/Sgt	38	AC	8th	None	No
	Chasnut, Chad	G	39678858	S/Sgt	38	AC	8th	None	No
	Randleman, F. J.	G	37684523	S/Sgt	38	AC	8th	None	No
	Campbell, Marcust	G	38400618	Sgt	38	AC	8th	None	No
	Price, Coy	G	38445588	Sgt	38	AC	8th	None	No
	Hollinger, Henry	G	15328640	Sgt	38	AC	8th	None	No
	Bendig, Russell G.	G	35235042	S/Sgt	38	AC	8th	None	No
	Murray, Glen D	X	36272893	Cpl	38	AC	8th	None	No
	Wilber, Walter	G	16048756	Sgt	38	AC	8th	None	No
	Goodwin, Robert L.	X	32382121	Sgt	38	AC	8th	None	No

RECORD OF PERSONNEL

(20) Ellis, Robert C. (21) 0-827510 (22) Capt. (23) 18 (24) AC

(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) Eighth Fighter (26) 100 Bomb. (27) 351st Bomb. (28) AAF Sta 139

(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) Eighth Fighter (30) 100 Bomb (31) 351st Bomb (32) AAF Sta 139

(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 4/16/44 Present rating (35) Same (36) Same Instrument rating (37) 5/31/45

(Rating) (Date) (Rating) (Date) (Rating) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type <u>B-17 All types</u>	<u>670405</u>	(42) Instrument time last 6 months	<u>31:20</u>
(39) This model <u>B-17</u>	<u>625:10</u>	(43) Instrument time last 30 days	<u>3:20</u>
(40) Last 90 days <u>All types</u>	<u>142:30</u>	(44) Night time last 6 months	<u>19:20</u>
(41) Total <u>First Pilot Time</u>	<u>670405</u>	(45) Night time last 30 days	<u>2:35</u>

T.O. 1 Prop OR AIRCRAFT DAMAGE

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

(49) Weather at the time of accident 10/10, 800' ceiling, Vis 1200 yds. NN(51) Was the pilot flying on instruments at the time of accident No(52) Cleared from 139 (53) To Duxford (54) Kind of clearance Cross-country(55) Pilot's mission Non-operational H(56) Nature of accident Landing Accident(57) Cause of accident Pilot overshoot field and was late deciding to go around.(58) Has Form 34 submitted? No.

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DESCRIPTION OF ACCIDENT

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

On August 29, 1945, Captain Robert C. Ellis took off from AAF Station 139 enroute to Dyce. He proceeded to Duxford and due to low Visibility and ceiling he crossed the field at 250' indicated. He made two circles at this altitude and started to land. The runway was obscured until he was 800 yards from the land landing end, at this time he was flying 125 mph with 1/3 flaps. He immediately started the rest of the flaps down but the aircraft did not decelerate as he expected due to the flaps coming down instead of already been down and wind on the runway. The aircraft was therefore more than 1/2 way down the runway before touching down. The tower had contacted Captain Ellis just as contact with the ground was made and told him to go around, but Captain Ellis waited until he reached the end of the runway still traveling at 50 mph. At this time he put on full power in an attempt to take off. He ran off the field and through cultivated fields and a row of trees. At the time of the collision with the trees he was indicating 60 mph. The trees sheared off part of both wings, stabilizer and smashed the nose. The aircraft continued for approximately 1/4 mile before coming to rest still on its landing gear in a pasture.

Immediate Cause: Pilot overshot field and was late deciding to go around.

Underlying Cause: Pilot used poor judgement in trying to land at Duxford, also flying control at AAF Station 139 was not definite enough about refusing a clearance to Duxford and his Squadron Operations Officer should have cancelled his flight because of weather.

Responsibility: 80% Pilot Error
20% Other Personnel, Flying Control and 351st Sq. Operations

Recommendation: Change the system of Pilot obtaining clearances from flying Control. Attached is procedure now in use at AAF Station 139.

Aircraft Accident Committee:



JOHNSTON R. STAPLES,
Major, Air Corps,
President.



EMORY O. KINDER
Captain, Medical Corps,
Flight Surgeon.



JOHN S. ROBINSON,
Major, Air Corps,
Member, Acting Engineering Officer.



CHARLES W. TERRY,
Captain, Air Corps,
Intelligence Officer.



CHARLES E. ROBERTS,
Major, Air Corps,
Member.



ROBERT C. BECKER,
Captain, Air Corps,
Weather Officer.

Signature _____

(Investigating Officer)

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8-22-45

DATE

139

STATION

100 Bomb

GROUP NO. AND TYPE

B-17 G

AIRCRAFT MODEL

S/Sgt Virgin

CREW CHIEF OR AERIAL ENGINEER

351st Bomb

SQUADRON NO. AND TYPE

44-3849

AIRCRAFT SERIAL NO.

PERSON CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA		
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION
1	2	3	4	5	6	7	8	9	
18	Hillis, Robert C Capt. O-827510	49	P	: 40	:	:	:	FROM: F-139	3 : 55
18	Kreamer, Wilbur W 1st Lt. O-833136	49	CP	: 40	:	:	:	TO: Duxford	9 : 35
18	Polanski, Wallace W. 1st Lt. O-2069614	49	N	: 40	:	:	:	MISSION:	NO. OF LANDINGS
18	Snyder, Melvin D Capt.. O-780440	49	E	: 40	:	:	:	FROM:	
38	Giberson, Cecil W T/Sgt 38406192	49	E	: 40	:	:	:	TO:	
38	Moriarty, Keevin T. T/Sgt 16114398	49	R	: 40	:	:	:	MISSION:	NO. OF LANDINGS
38	Kendig, Russell G. W/Sgt 36235040	49	G	: 40	:	:	:	FROM:	
38	Sandisman, P.J. S/Sgt 37684523	49	G	: 40	:	:	:	TO:	
38	Chestnut, Chad S/Sgt 39678858	49	G	: 40	:	:	:	MISSION:	NO. OF LANDINGS
38	Campbell, Marcust Sgt 38400618	49	G	: 40	:	:	:	FROM:	
38	Price, Coy D. Sgt 38445588	49	G	: 40	:	:	:	TO:	
38	Hollinger, Henry Sgt 15328640	49	G	: 40	:	:	:	MISSION:	NO. OF LANDINGS
38	Wilbur, Walter, Sgt 16048756	49	G	: 40	:	:	:	FROM:	
38	Murray, Glen D. Cpl 36272893	49	G	: 40	:	:	:	TO:	
38	Goodwin, Robert L. Sgt 37324141	49	Ground		:	:	:	MISSION:	NO. OF LANDINGS

"CERTIFIED TRUE COPY"

LOUIS W. KRUGER

1st Lt., Air Corps

Asst. S-S Officer.

 WAR DEPARTMENT
 A. A. F.
 FORM NO. 1
 2-2-42

FLIGHT REPORT - OPERATIONS

 CHECKED:
 LEGIBLE AND
 CORRECT

 dh
 OPER.
 CLERK

 TRANSCRIBED
 TOTAL FLIGHT
 TIME ENTERED
 ON FORM 1A

 CREW
 CHECK

 TOTAL
 FLIGHT
 TIME

00 : 40

AIRPLANE FLIGHT REPORT - ENGINEERING

RESTRICTED

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
		BY	STATION		SERV- ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
PREFLIGHT	3/29/45	Virgin	139	1ST		2100		148		148		148		148	
DAILY	3/29/45	Virgin		2ND											
25 HOURS	375:00			3RD											
50 HOURS	400:00			4TH											
100 HOURS	400:00			5TH											

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT			139			# 1 & # 2 Com. Trans. out.
GUNNERY						
CHEMICAL	V	Virgin				
COMMUNICATIONS						
PHOTOGRAPHIC						
NAVIGATION						
Fokio Valve	V	Virgin				

EXCEPTIONAL RELEASE
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT: /s/ Capt. Ellis

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.			AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
Emergency, Intakes Ch'd.			ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
L.B.C.F. 1.250 /s/ Virgin			HOURS TO DATE	369:40	369:40	369:40	369:40
			HOURS TODAY	0:40	0:40	0:40	0:40
Flight 1 ship OK no failures			TOTAL	370:20	370:20	370:20	370:20
crashed on attempt to take off			OIL CHANGES DUE	E.C.	E.C.	E.C.	E.C.
/s/ Capt. Ellis			CAND. CLEANING TIME	400 hr 1 sec.			
			AIRCRAFT	HOURS TO DATE	369:40		
				HOURS TODAY	:40		
				TOTAL	370:20		

I CERTIFY THIS TO BE A TRUE COPY

Ernest J. Gilbert
ERNEST J. GILBERT
Captain, Air Corp

COPY

COPY

COPY

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
3-29-45	AIR FORCE	COMPONENT	ENGINE MODEL	
	B-AF	A.A.F.	R-1820-97	
STATION	COND., SERV. COND. OR DEP'T		SERIAL NO.	SERIAL NO.
139	1-B D.		SWO 34568	SWO 34572
	GROUP NO. & TYPE	AIRCRAFT MODEL	SERIAL NO.	SERIAL NO.
			SWO 34575	SWO 34575
CREW CHIEF OR ENGINEER	SQUADRON NO. & TYPE	AIRCRAFT SERIAL NO.	TOTAL FLIGHT TIME → : 40	
Virgin				

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351ST BOMBARDMENT SQUADRON, 100TH BOMBARDMENT GROUP (H)
OFFICE OF THE SQUADRON OPERATIONS
AAF STATION # 139
APO 557

31 August 1945

SUBJECT: Crash of B 17 # 48849 J. August 29, 1945 at Duxford. Pilot:
Captain Robert C. Ellis O-827510.

TO : Whom it may concern.

My clearance was granted to Duxford and Dyce (Aberdeen). At 0830 hours the weather at Duxford was briefed at the tower to be a 600 foot ceiling and 1200 yards visibility. The clearing officer requested that I circle the field and judge the conditions for myself prior to landing.

We had difficulty in locating Duxford as the ceiling was about 300 feet and the visibility about 1000 yards with a misty haze. We found the field, established radio contact and were told to land on runway 25; also that they would fire yellow flares for us.

We circled twice establishing a pattern. On the third circle I found the white pattern markers used for their own approaches. I followed them to the base leg. There they disappeared in the wooded area. We came in on the approach guided by yellow flares shot from the caravan. I saw the runway to my right, corrected about 15 degrees. Our airspeed was 120 mph., cut the throttles and full flaps went down.

The runway was of steel matting well grown in with grass. Its grass extension was on the incoming end, and I was not able to identify it. Consequently I waited to cut my throttles and touch down on the matting, which showed up more clearly as it was lined along both sides with concrete. We touched down about halfway (including the grass extension) and the tower called for us to go around. As soon as I realized we were only skidding on the wet steel matting and grass I tried to get airborne again.

I knew there was a ditch and fencing at the end of the runway, and my immediate concern was to clear it. I gave full power and my co-pilot, Lt. Kreaser, started the flaps up. Our airspeed was 50 mph., and I managed to clear the ditch and only touch the fence with one wheel. After clearing the ditch and fencing the plane immediately came down. I could see the row of trees about 1200-1500 feet ahead. The field was down-hill, and I believed we could make it safely. The dirt was soft, being a cultivated best field, and we only gained 10 mph. in that distance. (Our engineer called the airspeeds up to a couple seconds prior to trees, when he ducked behind the seat.)

I waited until I judged it time to "leap", and then I gave a slight forward stick, followed with complete back stick. The plane seemed to struggle

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to lift, but merely catapulted its front wheels off the ground. The tail wheel never got off.

We struck the trees squarely, their trunks going to either side of the fuselage. I heard the plexiglass nose shatter and felt a slight tremor. I still had the sensation of flying the plane when I saw my co-pilot cut the master, magneto-ignition, and booster pump switches.—I did not know until I got out of the plane the extent of damage and loss sustained.—I then concentrated upon steering and controlling the plane to a full stop with rudders, brakes, and elevators. We went on approximately 1000 feet into a wheat field, in which were several "telephone" poles mounting lit pattern funnel lights. I did not wish to hit them, so I gave full left rudder and brake. We looped to a gentle stand-still, and everyone left the plane by the nearest exit within 10 or 12 seconds.

I was afraid of fire and explosion, so as soon as I hit the ground I asked Lt. Kreamer if everyone were out of the nose and front. He said they were. I then asked the engineer if everyone were out of the rear and he assented they were. I then went to the aid of our bombardier who had several deep cuts on his face. The armorer and I were able to stop the bleeding before the ambulance arrived. He was the only one cut badly or hurt to any extent.

There was at no time any great shock. The plane itself gave no failures up to the trees. At which time it lost #2 and #4 propellers, the left wing from the engines out, ripped open the belly of the fuselage from nose to PFF dome, and the outer half of the right wing. The landing gear remained intact and unharmed, and we went on upright with no swerve or change in direction.

Bombardier and navigator were taken to the base hospital for treatment, Lt. Kreamer and myself went to the Group Operations and called Thorpe Abbots. The remainder of the crew and passengers were taken to the base as well.

I wish to further state that I was solely responsible for the intended landing, control and maneuvering of the airplane, and that Lt. Kreamer is in no way connected with my errors of judgment and technique. The crash and events leading up to it were of my own doing and I wish to totally absolve him of any blame or responsibility whatsoever.

In regard to the clearance in question I want to state that I left the control tower here with the understanding that I was clear to land if I saw fit, that the conditions were subject to my discretion and judgment; but not that I was forbidden to go there or that I was refused admittance to Duxford. (Which I still felt confirmed when Duxford tower told me via radio which way to land, and that they would assist me with flares.) That was my understanding and I felt I was clear to land if I believed my ability so permitted.

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My judgment was in error, and I accept that responsibility fully. However, I cannot feel that I was in direct disobedience of an order, or violating the route of my signed flight plan.



Robert C. Ellis O-827510
Captain, Air Corps.
Pilot, 351st Squadron.

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29 August, 1945

S T A T E M E N T

I received a telephone call from Thorpe Abbots Flying Control requesting permission for a B-17 type aircraft to be cleared for here. Permission was refused because our Fitness Code was Red due to weather conditions resulting from fog.

At 0933 hours B-17 aircraft No. 48849, piloted by Capt. Ellis flew low over the tower and called Rutley Control on 6440 Ke's. Radio contact was not made until B-17 reported that he could see the outline of the airfield and was coming in to land making an approach on R/W 25.

After receiving this information we switched on every available lighting aid and had two men posted at the extreme approach end of R/W 25 firing pyrotechnic flares, one on each side, to denote end of runway and mark outline of runway.

The pilot came in high at this point and observing that he would land long was told on the R/T to go around. Apparently he decided otherwise and touched down about half way over the length of the R/W and continued on off the end disappearing into the ground fog.

Crash action was taken and aircraft was found about one mile and a half beyond end of runway making a path across cultivated fields through a tree lined field boundary tearing away wing tips and propellers from two engines with a great amount of other damage.

One passenger suffered minor face lacerations.

R/W in use was 2000yards.

The weather at the time of the accident was: Visibility: 1000 yards, wind: very light and variable, Ceiling: obscured.

James W. Carr
JAMES W. CARR
1st Lt., Air Corps
Duty Flying Control Officer.

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29, August 1945

MEMORANDUM:

TO : Chairman, Aircraft Accident Committee, Station 139,
APO 557.

1. Statement of Duty Control Officer concerning aircraft accident of August 29, 1945.

2. On August 29, 1945, Capt. R. C. Ellis, 351 Bombardment Squadron, was scheduled for an R.O.N. flight to Dyce airfield in B-17 No. 44-8849-J. He was to take off from base approximately 0900 hours, land at Duxford to pick up a passenger, and proceed to Dyce, arriving there about 1145 hours.

At 0730 hours we phoned Duxford for weather there, and they gave us: QBB-600 ft. 10/10; QBA-2000 yds. I called Group Operations upon receipt of this information, but no one was there, other than the telephone operator, and Flight Officer acting as a duty officer.

At 0815 hours we checked again with Duxford, and they gave us: QBB-500 ft., QBA-1/2 mile. The control officer there said he would not take the aircraft under such conditions.

At 0830 hours Capt. Ellis arrived at the control tower for his clearance. Weather to Dyce was above the minimum for contact flight, but that at Duxford was not. I told him that Duxford would not take him under such conditions. Capt. Ellis said he would "have a try at it", and if it was not possible to land, he would go on to Dyce. I advised him against trying to land at Duxford.

At 0855 he took off from this base. We had a 7000 ft. ceiling, and 2000 yds. visibility at at this time.

Shortly after Capt. Ellis was airborne, we called Duxford and told them that he was going to try to get in at the field against both our, and their advice.



DONALD F. THURLOW
1st Lt. Air Corps
Duty Flying Control
Officer

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HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
Office of the Operations Officer
APO #557

30 August 1945

100 B.G. INSTRUCTIONS)

NUMBER 55-13)

PROCEDURE TO BE FOLLOWED TO OBTAIN FLIGHT CLEARANCE

Every local flight must be cleared with flying control and the pilot must present flying control with the local clearance form properly signed by his Squadron Commander or Operations officer.

CROSS COUNTRY FLIGHTS.

The following steps are to be followed on any flight requiring a form 23.

1. Flying control will be notified eight (8) hours prior to E.T.D.
2. Pilot will personally pick up form 23 from flying control and take it to the weather office, not more than one (1) hour prior to T.O. If the weather officer forecasts conditions green, the pilot may take the form 23 back to flying Control duty Officer for final clearance, but if the weather Officer forecasts condition yellow or red, the pilot will have the clearance signed by his Squadron Commander, or the group Operations Officer. The officer signing the clearance will be responsible for the return of the duplicate copy to F. C.

By order of LT. COLONEL WALLACE:


JOHNSTON R. STAPLES
Major, Air Corps,
Operations Officer.

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OPERATIONS A OFFICE	Thorpe Abbots
ADDRESS	AAF Station #139

DATE 29-6-45

PILOT'S NAME	RANK	HOME STATION	ORGANIZATION	AIRCRAFT NUMBER
B Ellis, R.C.	Capt.	T/A	351st Bomb Sq.	8497

NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS		
Krasner, W.H.	1st Lt.	CP
Polensky, W.W.	1st Lt.	H
Chesnut, C.H.	S/Sgt	G
Moriarity, K.T.	T/Sgt	R
Giberson, C.H.	T/Sgt	E
Randleman, P.J.	S/Sgt	G
Kendig, R.C.	T/Sgt	G

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

C WEATHER DATA		EXISTING LOCAL	ALTIMETER SETTINGS
EXISTING ROUTE	Broken to overcast medium cloud base variable 7-9000' tops 12-14000' entire route. 4-7/10 cumulus base 2-3000' tops occasionally merging with the medium cloud layer. There will be an additional 4-6/10 low stratus base below 1000' tops 1500' along the eastern English and Scottish coasts as a result of lifted fog patches. There will be occasional showery rain from the unstable medium cloud. Visibility 1-3 miles with local fog patches at 1-2000 yards veining 2-3 miles at destination (Dyce). Risk of low stratus still persists in Duxford Area.		LOCAL
DESTINATION (LATEST)			DESTINATION
ALTERNATE (LATEST)			ALTERNATE
FORECASTS ROUTE	Winds: 2000 190-15 5000 190-20 RCB 0800hrs		RESET ALTIMETER BEFORE APPROACH
C/S Duxford "Rutley"			
DESTINATION			
ALTERNATE			
WINDS ALOFT GIVE ALT., DIR., VEL. AS PILOT REQUESTS			
AAF FORM 23A REQUIRED ☐		NOT REQUIRED ☐	FORECASTER TIME

FLIGHT D PLAN		(PILOT COMPLETES) RADIO CALLS		TYPE OF AIRCRAFT	PILOT (LAST NAME ONLY)	POINT OF DEPARTURE
Jackplane				B17G	Ellis	T/A
1 ALT 3000'	2 ALT	3 ALT	4 ALT			
ROUTE T/A	ROUTE Duxford	ROUTE	ROUTE			
TO Duxford	TO Dyce	TO	TO			
AIRPORT OF FIRST INTENDED LANDING Duxford		TRUE AIR SPEED 160		TRANSMITTING FREQUENCIES 6440 vhf		RECEIVER ONLY ☐ NO RADIO ☐
PROPOSED TAKE OFF TIME 0830	EST. TIME ENROUTE 11:30	ALTERNATE AIRPORT Nabe		HOURS OF FUEL (CRUISE) 57 hrs	INSTRUMENT RATING White	FLIGHT PRIORITY
REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT. Base/Duxford/Crosser/Aberdeen/- Coast out - Crosser 0900. Coast in Aberdeen 1057. C/S Pipkin,						
TOSSER FREQUENCIES DESTINATION 6440 ALTERNATE 6440		WEATHER CODE RECEIVED ☐ YES ☒ NO		TO MILEAGE DEST TO ALTERNATE		PILOT'S SIGNATURE
						☐ COMMAND PILOT ☐ SENIOR PILOT ☐ CONTRACT PILOT OF CARGO AIRCRAFT ☐ PILOT

E FLIGHT CLEARANCE AUTHORIZATION			
SUBMITTED TO Flying Control	TIME 2200	BY Jah	John B. Wallace, Lt. Col. A/C
TIME APPROVAL RECEIVED	CONTROL INSTRUCTIONS RECEIVED		
CLEARING AUTHORITY			
Certified True Copy			
JOHNSTON R. STAPLES			
INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT OR TOWER BY Major, Air Corps, Operations Officer,			
CLEARANCE OFFICER			

F DEPARTURE RECORD			
PILOT COMPLETE FIRST LINE BELOW PRESENT TO LINE CREWMAN BEFORE TAKE-OFF			
PILOT (LAST NAME ONLY)	AIRCRAFT TYPE	AIRCRAFT NUMBER	ACTUAL FUEL
NUMBER PERSONS ON BOARD		LINE CREWMAN'S SIGNATURE	

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LINE CREWMAN WILL COMPLETE
SECOND LINE AND DELIVER TO
OPERATIONS OFFICE

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OFFICE OF THE STATION ENGINEERING OFFICER
AAF STATION F-357
U. S. ARMY

APD 559

V-M-10

29 August 1945

000.93

SUBJECT: Aircraft Accident.

TO : AIRCRAFT ACCIDENT COMMITTEE, AAF Station F-357, APO 559, U.S. Army.

1. Airplane B17G, AAF Serial No. 44-8849 which overshot the field and crashed in landing at this Station On 29 August 1945 is salvage.

John Mallon
JOHN MALLON,

Captain, Air Corps,
Ass't Sta. Engineering Officer.

2091
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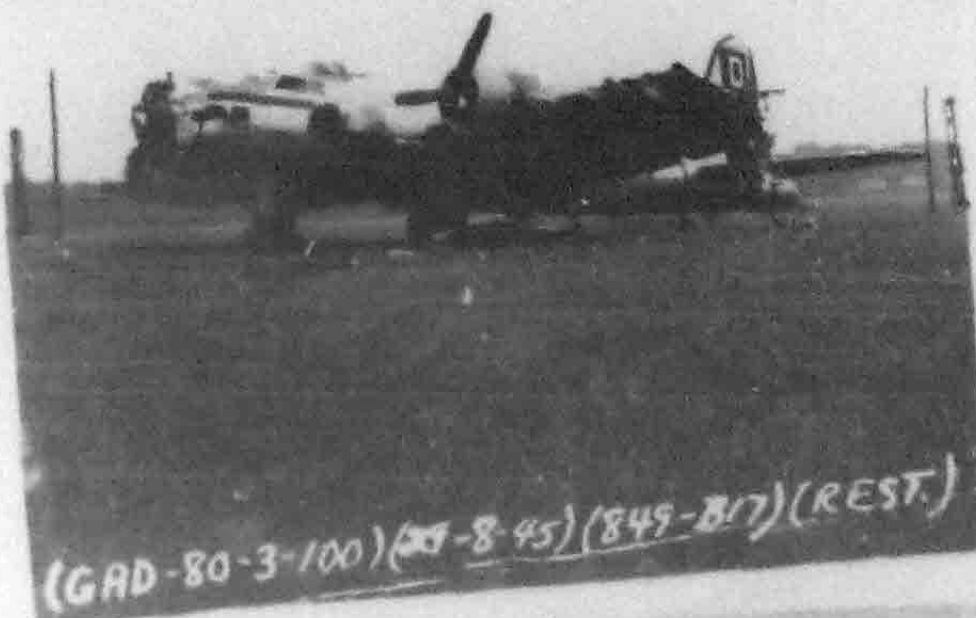
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(GAD-80-4-100)(29-8-45)(849-B17)(REST)



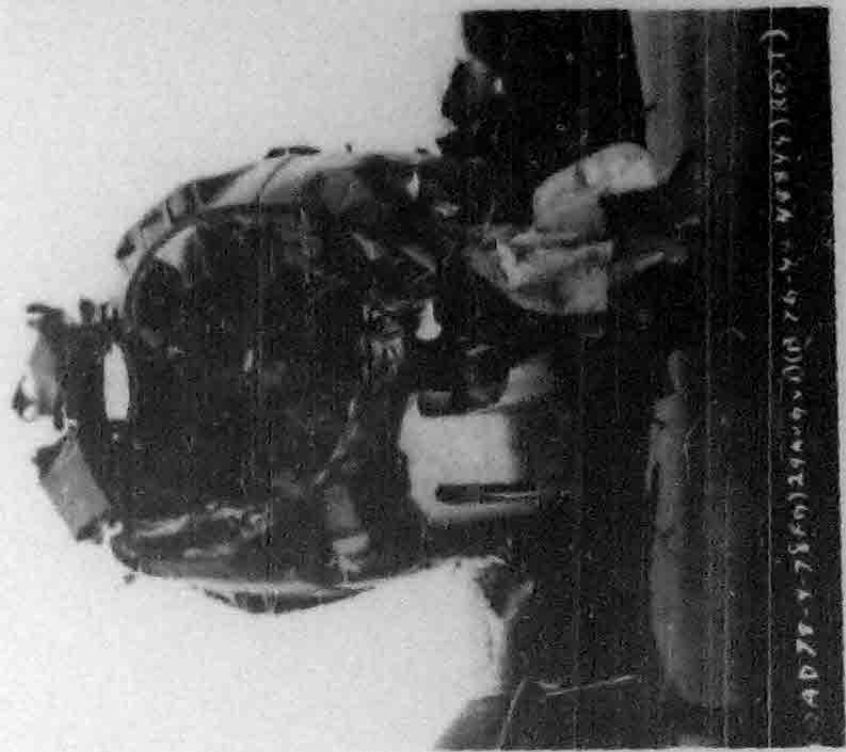
(GAD-80-1-100)(29-8-45)(849-B17)(REST)



(GAD-80-3-100)(29-8-45)(849-B17)(REST)



QAD-78-2-7864(29444)Y5YB76-44-45844(RFT)



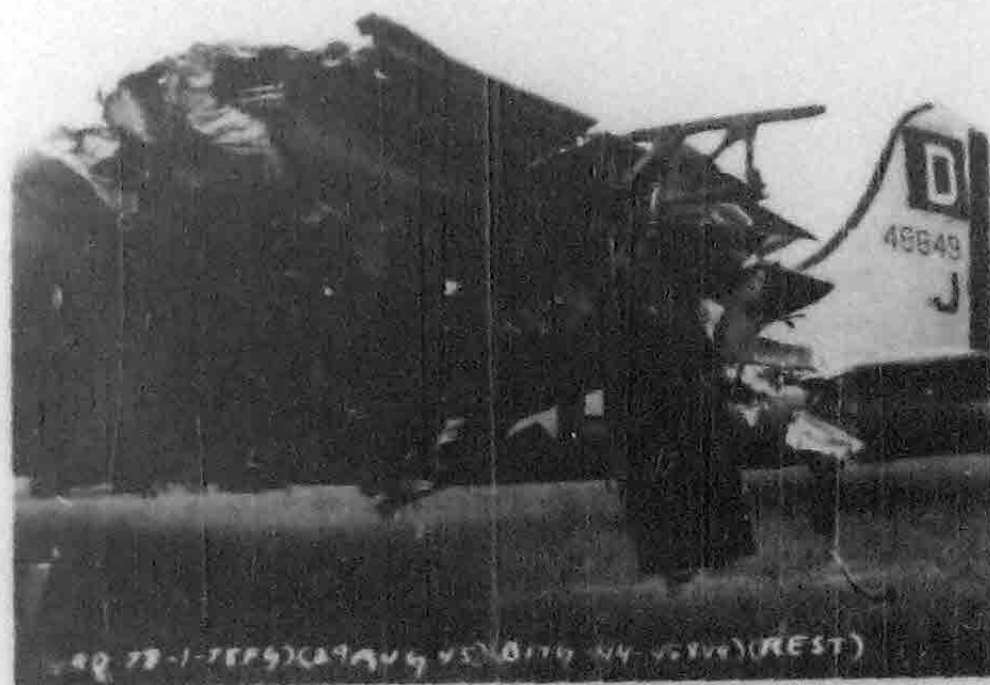
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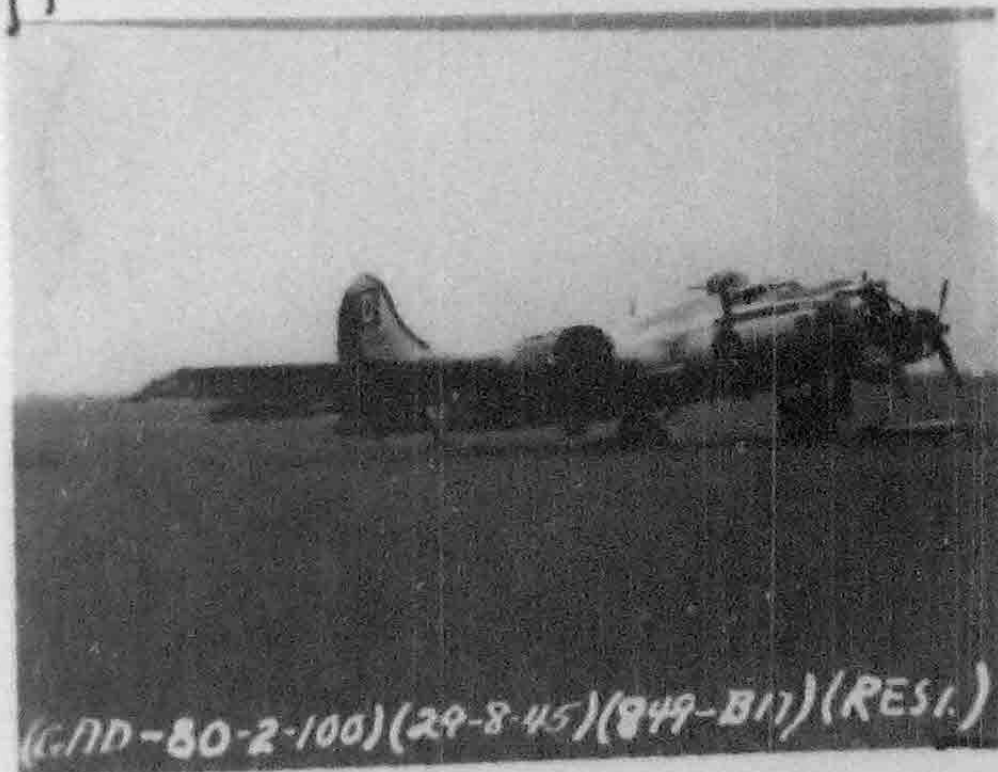
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REPRODUCED

RESTRICTED



(GAD-80-1-100)(29-8-45)(849-B17)(REST.)



(GAD-80-2-100)(29-8-45)(849-B17)(REST.)



(GAD-80-4-100)(29-8-45)(849-B17)(REST.)



(GAD-80-5-100)(29-8-45)(849-B17)(REST.)

RESTRICTED