

Accident No. 44-11-10-504

Date

Checked by Net 1-4-44

Analyzed by RZ 1-6-44

Copied for Wright
Field by DD

Notes

~~Attention: Captain Wright~~
~~Understand~~

1225-9-43

Accident No.

44-71-10-501

Pilot's Name

Reynolds, Arthur J.

09 Nature Group

Fire

64 Specific Nature

In the air

06 Underlying Nature

Caught fire

100% 37 Cause Group

100%

Undetermined

92 Specific Cause

00 Underlying Cause

Cause Group

Specific Cause

Underlying Cause

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Account No. 3

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place EYE, SUFFOLK (2) Date 10 November 1943 (3) Time 1040
AIRCRAFT: (4) Type and model B-17F 42-5793 (5) A. F. No. B-17F (6) Station #102
Organization: (7) VIII A.F. (8) 482nd Bomb GP (9) 813th Bomb Sq
(Command and Air Force) (Group) (Squadron)

2 AF

PERSONNEL

482 B H B

813 B H B

DEPT	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)
P	Raynolds, Arthur J.	P	0-662226	1st Lt.	AUS 01	AC	AF	Fatal	None
GP	Russell, John E.	GP	0-885981	2nd Lt.	AUS 01	AC	AF	Fatal	None
N	McCormick, Sheldon V.	N	0-794032	2nd Lt.	ORC 01	AC	AF	Fatal	None
B	Bolnick, Alfred L.	B	0-732663	2nd Lt.	ORC 01	AC	AF	Fatal	None
BE	Behl, Aron H.	BE	19058963	T/Sgt.	AUS 20	AC	AF	Fatal	None
WG	Evans, Laurie C.	WG	33123036	Sgt.	SS 20	AC	AF	Fatal	None
R	Holmes, Robert B.	R	19011573	T/Sgt.	AUS 20	AC	AF	Fatal	None
BTC	Boling, Leslie N.	BTC	15318331	Sgt.	AUS 20	AC	AF	Fatal	None
WG	Landers, William H.	WG	14046863	Sgt.	AUS 20	AC	AF	Fatal	None
TG	Allison, Andrew J.	TG	19002577	Sgt.	AUS 20	AC	AF	Fatal	None
RO	May, John D.	RO	33219201	Sgt.	AUS 20	AC	AF	Fatal	None
Mech	Levi, Robert G.	Mech	34119284	M/Sgt.	SS 20	AC	AF	Fatal	None
Mech	Kolousek, Herman J.	Mech	39398201	Col.	SS 20	AC	AF	Fatal	None

PILOT CHARGED WITH ACCIDENT

(20) REYNOLDS, ARTHUR J. (21) 0-662226 (22) 1st Lt. (23) AUS (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) Air Force (26) 482nd B G (27) 813 Bomb Sq (28) #102
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) VIII Air Force (30) 482nd (31) 813th (32) #102
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 3 July 42 Present rating (35) P (36) 7-3-42 Instrument rating (37) May 1943
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 477:50 (42) Instrument time last 6 months 5:50
(39) This model 413:10 (43) Instrument time last 30 days :30
(40) Last 90 days 131:40 (44) Night time last 6 months 2:15
(41) Total 546:15 (45) Night time last 30 days 1:45

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>1 1/2 1 1/2 1 1/2 1 1/2</u>	Complete Wreck
(47) Engine(s) <u>1 1/2 1 1/2 1 1/2 1 1/2</u>	"
(48) Propeller(s) <u>1 1/2 1 1/2 1 1/2 1 1/2</u>	"

(50) Weather at the time of accident Unlimited ceiling, 1500 yards Visibility, Haze.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Thorp's Abbott (53) To Alconbury (54) Kind of clearance Operational
Mission, Returning from advance base. Authority VIII Air Force.
(55) Pilot's mission Operational

(56) Nature of accident Aircraft 42-5793, while returning from advanced base to home field, crashed and burned. The accident committee determined by witnesses and canopy, which was thrown clear on impact, that the pilot was combating fire in the cockpit.

(57) Cause of accident Fire Cause of the fire, Unknown.

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DESCRIPTION OF ACCIDENT

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

See statement of witnesses.



Signature

William S. Cowart Jr.
WILLIAM S. COWART JR., Lt Col, A
Clement W. Bird
CLEMENT W. BIRD, MAJ, AC.
Lope J. Mantoux
LOPE J. MANTOUX, CAPT, AC.

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STATEMENT

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I was among the first to reach the crashed airplane. It did not explode at once but just burned. I tried to reach the ship but the heat and exploding 50 cal. ammunition was too intense. It was from 8 - 10 minutes after I reached the plane when the flares went off and a phosphorous bomb going off just prior to the flares.

Sumner Meisselman
1st. Lt. SUMNER MEISELMAN
U.S. Army

STATEMENT

I was about 500 yards away from the airplane discussed with Sgt. P. Rohac and Cpl. J.J. Mc Gee, and slightly on the starboard side. The left outboard motor was on fire, and the airplane was quite low. It pulled up very sharply to clear some trees then nosed down abruptly. All engines were running and the ship seemed to be under control. We lost sight of it after it nosed down, other trees obscuring our view. After it went down out of sight clouds of black smoke and flame were visible over the top of the trees.

Cpl. G. Wilhelm

George Wilhelm

THE ABOVE IS TRUE AND CORRECT.

Sgt. P. Rohac

Peter J. Rohac

Cpl. J. J. Mc Gee

Jerry J. Mc Gee

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STATEMENT

I was by my lorrie about 10:30 the morning of the 10th of November when I first saw the doomed aircraft. It was coming toward me at about 100 feet high. I was on the port side of the plane with it going in a Southwesterly direction. It had just cleared some trees ahead of me when all of a sudden it nosed down and crashed, hitting on one side of the road and bouncing across. I saw smoke coming from one of the port engines, but did not notice if the wheels were down or not. All engines were running at the time. I had to run to keep from being hit.

ROLAND THIRKITTLE.

Roland Thirkittle

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U.S.A.A.F. Aircraft 42-5793

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STATEMENT

I was on the starboard side of the aircraft at the time of the crash and not more than 50 - 60 yards away. I saw the ship just clear some trees then nose down to an opening and hit the ground and bounce across the road where it stopped. All engines were running, but it seemed as if all the lights were on in the ship from the nose throughout the body of the airplane. I am certain there was a fire from the nose of the of the ship.

WILLIAM COOPER BRADNE.

William Cooper Bradne.

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