AR DEPARTMENT
A. F. Form No. 14
Revised May 15, 1942

~~CONFIDENTIAL~~

WAR DEPARTMENT

~~RESTRICTED~~

U. S. ARMY AIR FORCES

ACCIDENT No. .....

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 106, England (2) Date 3 August, 1944 (3) Time 2330

AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-107224 (6) Station 106

Organization: (7) 8th (Command and Air Force) (8) 384th Bomb (H) (Group) (9) 544th Bomb (H) (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Personnel Class (15)	Branch (16)	Air Force or Command (17)	Result to Personnel (18)	Use of Parachute (19)
—	Jung, Howard A.	P	0-761959	2nd Lt	18 01	AC	8th	Fatal	None
P	Vranna, James A.	CP	0-768762	2nd Lt	18 01	AC	8th	Fatal	None
—	Bates, Thomas G.	N	0-719844	2nd Lt	18 01	AC	8th	Fatal	None
O	Sellars, William F.	R	19006437	Sgt	38 20	AC	8th	Fatal	None
T	Perry, Harold L.		36595144	S/Sgt	38 20	AC	8th	Fatal	None

RECEIVED HEADQUARTERS ARMY AIR FORCES AUG 30 1944

CLASSIFICATION CANCELLED OR CHANGED TO RESTRICTED BY AUTHORITY OF C.G. AAF BY TAG DATE 9-1-46

(20) Jung (Last name) Howard (First name) (Middle name) 0-761959 (Serial number) (22) 2nd Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 8th (Command and Air Force) (26) 384th Bomb (H) (Group) (27) 544th Bomb (H) (Squadron) (28) 106 (Station)

Attached for flying (29) ..... (Command and Air Force) (30) ..... (Group) (31) ..... (Squadron) (32) ..... (Station)

Original rating (33) Pilot (Rating) (34) 5/12/43 (Date) Present rating (35) Pilot (Rating) (36) 5/12/43 (Date) Instrument rating (37) 22/2/44 (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	133:20	(42) Instrument time last 6 months	10:40
(39) This model	88:20	(43) Instrument time last 30 days	None
(40) Last 90 days	107:45	(44) Night time last 6 months	15:40
(41) Total	220:35	(45) Night time last 30 days	None

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	W				Complete destruction
(47) Engine(s)	W				
(48) Propeller(s)	W				

(50) Weather at the time of accident Ceiling 300 feet. Visibility 1500 yards. Wind E.N.E 14 miles per hour.

(51) Was the pilot flying on instruments at the time of accident Yes

(52) Cleared from Station 106 (53) To Local (54) Kind of clearance Instrument

(55) Pilot's mission Training

(56) Nature of accident Collision with object other than A/C

(57) Cause of accident Pilot attempted to come in under low ceiling. Struck trees with wing tip. Crashed and burned.

Submitted? No

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DESCRIPTION OF ACCIDENT

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

2nd Lt. Jung was altitude checking this A/C when weather closed in. Plane returned to base, it was dark and ceiling was 300 feet. The A/C made several passes at the field with landing lights on at very low altitude but could not see the ground. Neither could the A/C be seen from the ground only the glow of his lights in the clouds.

On a pass from West to East, Lt. Jung, finally broke out of the overcast at very low altitude. He was in a sharp turn to the left when the left wing struck some trees tearing off several feet of the wing. The plane pulled up into the air and crashed about 600-800 yards away going in on it's left side. A/C was evidently still in a steep bank to the left when it crashed.

Responsibility:

25% Flying Control: The Duty Officer should have been able to tell that the ceiling was too low and visibility too bad to attempt a safe approach and landing. Although it is true that an attempt was being made to find an open field to which the A/C could be diverted. No definite instructions had been radioed to Lt. Jung to proceed to a safe altitude and continue to circle there until further instructions could be given to him.

75% Pilot Error: Lt. Jung, being a new pilot, evidently placed too much confidence in Flying Control and did not rely on his own judgement and hold a safe altitude. He tried to get in underneath the ceiling and clipped a tree with his wing tip and crashed.

Signature Horace E. Frink, Jr.
(Investigating Officer)

HORACE E. FRINK, JR., Major, A.C.

Arthur E. Dean, Jr.

ARTHUR E. DEAN, JR., Major, A.C.

Philip M. Algar

PHILIP M. ALGAR, Captain, A.C.

No. SOS-USAFP/6-43/15M/1040W

CONFIDENTIAL

HEADQUARTERS
AAF STATION NO 106
Office of the Flying Control Officer

R-B-2

10 August, 1944.

SUBJECT: Aircraft Accident Report.

TO : COMMANDING OFFICER, AAF Station No 106, APO 557, U.S. Army.

1. I came down to the Control Tower at 2200 hours on the evening of the 5 August, 1944. Lt. Hoeg was on duty and had two ships at altitude.

2. The weather looked as if it might close in, so I advised Lt Hoeg to recall the ships from altitude. The R/T Operator contacted Clinker "Q" (6224), gave him landing instructions and QFE for which he receipted.

3. The aircraft made two circuits of the field and I advised Lt Hoeg to arrange for a diversion for him. Lt Hoeg went to call for a diversion station. The aircraft was still circling, but I could not locate him.

4. The aircraft turned his landing lights on and I then located him. He was very low so I told him to gain some altitude for which he acknowledged. At about the same time the aircraft crashed and exploded. The crash tender and ambulances were dispatched immediately.

J. W. Loter

J. W. LOTER,
1st Lt., A.C.,
F. C. O.

CONFIDENTIAL

HEADQUARTERS
AAF STATION NO 106
Office of the Flying Control Officer

R-D-2

5 August, 1944.

SUBJECT: Aircraft Accident Report.

TO : COMMANDING OFFICER, AAF Station 106, APO 557, U.S. Army.

1. At 2300 hours the Airman of the Watch called our airdrome in yellow turning red. Group Operations advised us to hold Kimbolton aircraft on the ground which we did.

2. We called all of our aircraft which consisted of two in to land. 7224, Clinker "Q" pilot Jung and 7150, Dragoon "F" pilot Brown were the two aircraft that were airborne at the time. The weather was satisfactory at the time for landing aircraft. The aircrafts ETA was 2200 and it was then 2300.

3. The R/T Operator gave the aircraft the QFE which was 29.87. We also passed him the cloud base as 1200 feet as given to us by the Met. Office. He made two passes at the field and could not land.

4. I was checking with the Met. Office for open fields as the weather had closed in considerably since 2300. We started using flares and mortars to aid aircraft in. This was at 2315.

5. At 2320 I heard that the aircraft in question had crashed in the woods directly east of the field. The sky was orange in color and I immediately dispatched ambulances, crash trucks to crash and informed all personnel and departments concerned.

Kenneth A. Hoeg

KENNETH A. HOEG,
1st Lt., Air Corps,
Flying Control Off.

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AFS-
MIV 6

23 AUG 1944

360.33 1st Wrapper Ind. E-R-4
Hq, Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y.

TO: Chief, Flying Safety, AAF, Winston Salem 1, N. C.

1. Transmitted herewith WDAAF Forms No. 14 and allied papers on the following aircraft accidents:

a. 2nd Lt. Howard A. Jung, B-17G number 42-107224.
b. 1st Lt. Robert R. Teeter, P-51C number 43-25036.
c. 1st Lt. Hanley G. Cupernall, B-17G number 42-97594.
d. 1st Lt. Thomas C. Creekmur, P-47D-25RE number 42-26659.
e. 2nd Lt. Lawrence A. Bearden, P-51C-10 number 42-103797.
f. 2nd Lt. Edward C. Flaherty, P-51C-7 number 42-103567.
g. 1st Lt. Frank M. Stillwell, P-51B-15 number 42-106934.

2. Concur.

For the Commanding General:

Burnis Archer

BURNIS ARCHER,
Major, A.G.D.,
Asst. Adjutant General.

7 Incls:
As above.

C-1125

CONFIDENTIAL

AC-LO-32705

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM 1, N. C.

DATE SEP 18 1944

THIS CIRCULATION SLIP WILL REMAIN WITH AND BECOME A PART OF THE PERMANENT RECORD
INFORMAL REPLY MAY BE MADE UNDER REMARKS, ALSO ON REVERSE SIDE, TURNING BOTTOM EDGE UP

	FROM	INITIALS	TO		FROM	INITIALS
	CHIEF FLYING SAFETY				SAFETY EDUCATION	
	DEPUTY CHIEF, FLYING SAFETY				MEDICAL SAFETY	
	PLANS & ORGANIZATION				CHIEF OF REGIONS	
	PROGRAMS & REQUIREMENTS				MATERIAL & MAINTENANCE	
	BUDGET & FISCAL				TRAINING & OPERATIONS	
	SAFETY ENFORCEMENT		✓		ACCIDENT ANALYSIS	
	ADMINISTRATIVE SERVICES				SQUADRON "A"	
	PERSONNEL (MILITARY)(CIVILIAN)				CLASSIFIED RECORDS	
	SUPPLY & SERVICES			✓	MAIL & RECORDS	
	OFFICE SERVICES					
	FLIGHT CONTROL					

HQ AAF-OFFICE
FLYING SAFETY
R & S DIVISION
1944 SEP 13 10:30

ION DESIRED:

ATTENTION: C. A. Brown

NECESSARY ACTION	COORDINATION	SIGNATURE	
COMMENT & FORWARD	INITIAL	INFORMATION	
REPLY	RETURN	DISPATCH	

365918-44 OFS

360.33 2nd Ind. DCSO-R-2

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

To: Chief, Flying Safety, AAF, Winston-Salem 1, N.C. 8 SEP 1944

1. Forwarded for necessary correction to WDAAF Form No. 14.

2. WDAAF Form 14 and allied papers were forwarded by 1st Wrapper Indorsement, file 360.33, dated 23 August 1944 - pilot 2nd Lt. Howard A. Jung.

For the Commanding General:

Burnis Archer

BURNIS ARCHER
A.G.D.
Asst. Adj. Gen.

Cpy 2d
W & R.

HQ. AAF-OFFICE OF FLYING SAFETY
RECEIVED
1944 SEP 13
10:40

(1637)

HEADQUARTERS
AAF STATION NO. 106
Office of the Station Commander

APO 557,
23 August, 1944.

SUBJECT: Correction of AAF Form 14.

TO : Commanding General, 1st Bombardment Division, APO 557.

1. In reference to our AAF Form 14, Report of Aircraft Accident, on aircraft 42-107224, dated 3 August 1944, we wish to amend item 19, Result to Personnel, concerning 2nd Lt. James A. Vranna to read "major" instead of "fatal".

For the Station Commander:

RECEIVED AUG 1944 1st Bomb

HAROLD NELSON, 0[illegible],
Major, Air Corps,
Adjutant.

360.33 (E/1/14)
1st Ind.
HEADQUARTERS 1ST BOMBARDMENT DIVISION APO 557, 28 August 1944.

TO: Commanding General, Eighth Air Force, AAF Station 101, APO 634.

For necessary correction of Form 14 on aircraft 42-107224 forwarded by this Headquarters 18 August 1944.

AUG 29 1944

For the Commanding General:

HARRY T. HANCE
Captain, AGD,
Asst. Adjutant General.

RECEIVED
8th AIR FORCE

SEP 13 1944
ARMY AIR FORCES
HEADQUARTERS

360.33 2nd Ind. DUSOAR-2

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

To: Chief, Flying Safety, AAF, Winston-Salem 1, N.C.

1. Forwarded for necessary correction to WDAAF Form No. 14.

2. WDAAF Form 14 and allied papers were forwarded by 1st Wrapper Indorsement, file 360.33, dated 28 August 1944 - pilot 2nd Lt. Howard A. Jung.

For the Commanding General:

SEP 13 1944

2nd Ind. DUSO-R-2

360.33
Hq. Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y.

To: Chief, Flying Safety, AAF, Winston-Salem 1, N.C.

1. Forwarded few necessary corrections to WDAAF Form No. 14.

2. WDAAF Form 14 and allied papers were forwarded by 1st Wrapper Indorsement, file 360.33, dated 25 August 1944 - pilot 2nd Lt. Howard A. Jung.

For the Commanding General:

To: D/OPS