

WAR DEPARTMENT
U. S. ARMY AIR FORCE

REPORT OF AIRCRAFT ACCIDENT

Accident No.

RESERVED 2 placed
45-11-16-527

(1) Place Stratford (2) Date 16 November 1944 (3) Time 1430 Y
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 43-38721 (6) Station AAP Station 106
Organization: (7) 8th (8) 384th Bomb (H) (9) 545th Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DOY	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	Green, Loren L.	P	0-760829	1st Lt	18	AC	8th	Nil	Nil
CP	Clishen, James E.	P	0-823315	2nd Lt	18	AC	8th	"	"
N	Pitts, William L.	B	0-757914	1st Lt	18	AC	8th	"	"
Tog	Trumble, Frederick G.		32911673	T/Sgt	38	AC	8th	"	"
R	Palacek, George F.		37610631	T/Sgt	38	AC	8th	"	"
TT	Bordalen, Nolan J.		14014668	T/Sgt	38	AC	8th	"	"
BT	Sutphin, Richard E.		36876362	S/Sgt	38	AC	8th	"	"
TO	Zager, Donald A.		36832796	S/Sgt	38	AC	8th	"	"
FO	McAnally, Edmund M.		14061576	S/Sgt	38	AC	8th	"	"

(20) Green, Loren L. (21) 0-760829 (22) 1st Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
Assigned (25) 8th (26) 384th Bomb (27) 545th Bomb (28) AAP Station 106
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) None (30) None (31) None (32) None
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5 Dec '43 Present rating (35) Pilot (36) 5 Dec '43 Instrument rating (37) 22 May 1944
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17's 413:40 (42) Instrument time last 6 months 3:50
(39) This model B-17G's 371:00 (43) Instrument time last 30 days 0:00
(40) Last 90 days 253:50 (44) Night time last 6 months 12:10
(41) Total 556:00 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE

(49) LIST OF DAMAGED PARTS

DAMAGE	1	2	3	4
(46) Aircraft	1	1	0	0
(47) Engine(s)	1	1	0	0
(48) Propeller(s)	1	1	0	0

Plaxi-glass nose and leading edge of right outer wing panel.

(50) Weather at the time of accident 9/10ths low cloud at 2500 feet, visibility 2500 yards, wind west - southwest at ten miles per hour

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAP Sta. 106 (53) To Combat (54) Kind of clearance Operational
(55) Pilot's mission Operational

(56) Nature of accident Landing accident - A/C #43-38721 landed long and collided with A/C #42-97941, which was turning off end of runway.

REPORT OF AIRCRAFT ACCIDENT

(1) Place Stratford (2) Date 16 November 1944 (3) Time 1430
 AIRCRAFT: (4) Type and model B-17G (5) A. P. No. 43-38721 (6) Station AAF Station 106
 Organization: (7) 8th (8) 38th Bomb (H) 545th Bomb (H)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY	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	Green, Loren L.	P	0-760829	1st Lt	18	AC	8th	Nil	Nil
CP	Clisham, James E.	P	0-823315	2nd Lt	18	AC	8th	"	"
N	Pitts, William L.	B	0-757914	1st Lt	18	AC	8th	"	"
Tog	Trimble, Frederick C.		32911673	T/Sgt	38	AC	8th	"	"
R	Palacek, George F.		37610631	T/Sgt	38	AC	8th	"	"
TT	Bordelon, Nolan J.		14011668	T/Sgt	38	AC	8th	"	"
BT	Stuphin, Richard E.		36876362	S/Sgt	38	AC	8th	"	"
TG	Zager, Donald A.		36832796	S/Sgt	38	AC	8th	"	"
FG	McNally, Edmund M.		14061576	S/Sgt	38	AC	8th	"	"

(20) Green, Loren L. (21) 0-760829 (22) 1st Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th (26) 38th Bomb (27) 545th Bomb (28) AAF Station 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th (30) 38th Bomb (31) 545th Bomb (32) AAF Station 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 5 Dec 43 Present rating (35) Pilot (36) 5 Dec 43 Instrument rating (37) 22 May 1944
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17G 113:40 (42) Instrument time last 6 months 3:50
 (39) This model B-17G-1 372:00 (43) Instrument time last 30 days 0:00
 (40) Last 90 days 253:50 (44) Night time last 6 months 12:10
 (41) Total 556:00 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE

DAMAGE	1	2	3	4	(49) LIST OF DAMAGED PARTS
(46) Aircraft					Plexi-glass nose and leading edge of right outer wing panel.
(47) Engine(s)			0	0	
(48) Propeller(s)			0	0	

(50) Weather at the time of accident 9/10ths low cloud at 2500 feet, visibility 2500 yards, wind west - southwest at ten miles per hour

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from AAF Sta. 106 (53) To Combat (54) Kind of clearance Operational

(55) Pilot's mission Operational

(56) Nature of accident Landing accident - A/C #43-38721 landed long and collided with A/C #42-97941, which was turning off end of runway.

(57) Cause of accident Pilot, Lt. Green, displayed poor technique by landing long and poor judgement by not going around. He again displayed poor technique by not employing a modification of the short field landing procedure, (old short field procedure is not advocated because of danger of nosing over B-17G). The situation was augmented when the co-pilot interfered with the pilot's decision to turn the aircraft off the runway where a safe stop might have been negotiated.

(58) Has form 54 been submitted? No. RESTRICTED

Incl #3-

CONFIDENTIAL

STATEMENT BY 1st Lt L. L. GREEN, PILOT OF A/C 43-38721, CONCERNING ACCIDENT
IN WHICH PILOT AND A/C WERE INVOLVED ON 16 NOVEMBER 1944.

Our peel-off was normal. We came in for a landing following the aircraft ahead. Visibility at the time was poor. I didn't see the runway until the plane in front of us went around upon receiving a red flare. I proceeded to make a landing. When I called for flaps the engineer started to put them down but the co-pilot then understood me and carried out the order himself. After landing, I intended to go to the left of the runway to miss the plane ahead of us, but the co-pilot put on both brakes which straightened our ship out and we hit the plane ahead and taking its wing tip off.

L. L. Green
L. L. GREEN,
1st Lt, Air Corps,
Pilot.

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STATEMENT BY 2ND LT J. E. CLISHEN, COPILOT ON A/C 43-38721, CONCERNING
ACCIDENT INVOLVING THE ABOVE A/C WHICH OCCURRED ON 16 NOVEMBER 1944.

We had our wheels down over the field and all normal pre-landing procedure had been completed. Visibility was pretty bad so all we could do was follow the plane in front of us. When we were finally able to see the landing runway, we were a bit to the right. We lined the plane up with the runway and the pilot and engineer called for final flaps, which were lowered. The engineer continued calling off landing air speeds. The plane continued past 1/3 of the runway. We made a normal smooth landing coming to the end of the runway at a good speed. One plane had just turned off to the left of Lt. Hunt's aircraft, compelling him to hold his position at the end of the runway. The pilot was applying the left brake to ground loop our plane to the left and with the brake in full we were still approaching Lt. Hunt's plane at a pretty good speed. Under the pressure of the moment I clamped on both brakes in an attempt to assist in straightening the plane out again. However, this brought our #3 and #4 props in contact with the left wing of Lt. Hunt's aircraft, shearing through the wing and swinging our plane parallel with the runway off to the left. Lt. Hunt's aircraft taxied to the perimeter. We cut the engines and switches and called for everyone to abandon the plane.

J. E. Clishen
J. E. CLISHEN,
2nd Lt, Air Corps,
Co-Pilot.

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STATEMENT BY SGT E. M. MC ANALLY, ENGINEER ON A/C 43-38721, CONCERNING
ACCIDENT INVOLVING ABOVE A/C WHICH OCCURRED ON 16 NOVEMBER 1944.

We could not see the runway due to very poor visibility. The pilot
made a pretty good approach and a very good landing. At the end of our
landing roll, though, the co-pilot put on the brakes; our ship turned
into the other aircraft.

E. M. McAnally
E. M. MC ANALLY,
S/Sgt, Air Corps,
Engineer.

RESTRICTED
~~CONFIDENTIAL~~

CONFIDENTIAL

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

The 384th Bomb Group, returning from a combat mission, was diverted from its home base with instructions to land at Stratford. The visibility was poor. The weather station reported visibility 2500 yards at Stratford; however, it was actually only 2000 yards according to pilots who landed there.

The squadrons were flying their traffic pattern at ~~xxx~~ 600 to 700 feet above the field and the squadrons in which Lieutenants Hunt and Green were flying peeled off for landing from 500 feet above the field. The squadron employed the normal peel-off procedure with 30 second landing interval between aircraft.

Lt. Hunt landed, the aircraft behind him went around on a red flare signal from the tower, then Lt. Green landed. The runway which was in use is 1600 yards long. Lt. Green approached the runway, with wheels and flaps down, at approximately 120 miles per hour indicated air speed. He could not reduce his speed sufficiently to land on the first third of the runway. He landed almost half way down the runway with an indicated air speed of 90-95 miles per hour. Lt. Green stayed on the runway until he realized he could not stop in time to avoid a collision with Lt. Hunt's aircraft, which was just starting the turn off the runway to the perimeter track. Lt. Green then applied left brake to turn his aircraft off the runway, but his co-pilot, Lt. Clishev, applied both brakes because he thought they were going to collide with an aircraft that was on the perimeter just ahead of Lt. Hunt. This caused Lt. Green's aircraft to straighten out enough to allow the starboard propellers to sever the left wing of Lt. Hunt's aircraft just left of the number one (1) engine.

Responsibility is 100% pilot error with 75% allocated to the first pilot (Lt. Green) and 25% to the co-pilot (Lt. Clishev) of A/C #43-2521.

This accident and the mistakes made have been brought to the attention of all pilots at this station. Record has been made on the AAF Form 5 and the 66-1 of the pilot and co-pilot responsible. This accident will be referred to the Squadron Commander concerned for any punitive action deemed necessary.

Robert E. Thacker
Signature - **ROBERT E. THACKER, Lt. Col., A.C.**
(Investigating Officer)

GEORGE H. KOEHNE, JR., Maj., A.C.

Thomas D. Hutchinson
THOMAS D. HUTCHINSON, Maj., A.C.

Date **25 November 1944**

CONFIDENTIAL
DESCRIPTION OF ACCIDENT

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

The 384th Bomb Group, returning from a combat mission, was diverted from its home base with instructions to land at Stratford. The visibility was poor. The weather station reported visibility 2500 yards at Stratford; however, it was actually only 2000 yards according to pilots who landed there.

The squadrons were flying their traffic pattern at 600 to 700 feet above the field and the Squadron in which Lieutenants Hunt and Green were flying peeled off for landing from 500 feet above the field. The squadron employed the normal peel-off procedure with 30 second landing interval between aircraft.

Lt. Hunt landed, the aircraft behind him went around on a red flame signal from the tower, then Lt. Green landed. The runway which was in use is 1600 yards long. Lt. Green approached the runway, with wheels and flaps down, at approximately 120 miles per hour indicated air speed. He could not reduce his speed sufficiently to land on the first third of the runway. He landed almost half way down the runway with an indicated air speed of 90-95 miles per hour. Lt. Green stayed on the runway until he realized he could not stop in time to avoid a collision with Lt. Hunt's aircraft, which was just starting the turn off the runway to the perimeter track. Lt. Green then applied ~~both brakes~~ ~~and the left brake~~ ~~to turn his aircraft off the runway~~ ~~but his co-pilot, Lt. Clishev,~~ ~~applied both brakes because he thought they were going to collide with an aircraft~~ ~~that was on the perimeter just ahead of Lt. Hunt.~~ This caused Lt. Green's aircraft to straighten out enough to allow the starboard propellers to sever the left wing of Lt. Hunt's aircraft just left of the number one (1) engine.

Responsibility is 100% pilot error with 75% allocated to the first pilot, (Lt. Green) and 25% to the co-pilot (Lt. Clishev) of A/C #43-3321.

This accident and the mistakes made have been brought to the attention of all pilots at this station. Record has been made on the AAF Form 5 and the 66-1 of the pilot and co-pilot responsible. This accident will be referred to the Squadron Commander concerned for any punitive action deemed necessary.

Signature: ROBERT E. THACKER, Lt. Col., A.C.

Signature: GEORGE H. KOEHLER, Jr., Major, A.C.

Signature: THOMAS D. HUTCHINSON, Major, A.C.

REPORT OF AIRCRAFT ACCIDENT

(1) Place _____ (2) Date _____ (3) Time _____
AIRCRAFT: (4) Type and model _____ (5) A. F. No. _____ (6) Station _____
Organisation: (7) _____ (8) _____ (9) _____
(Command and Air Force) (Group) (Squadron)

PERSONNEL

[illegible]

(1) Clichen, James T. (21) 0-823315 (22) 2nd Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
 Assigned (25) 8th (26) 34th Bomb (27) 545th Bomb (H) (28) AAF Station 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) _____ (30) _____ (31) _____ (32) _____
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 1 Feb 44 Present rating (35) Pilot (36) 1 Feb 44 Instrument rating (37) None
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type.....	R-17	12 25	(42) Instrument time last 6 months.....	6 20
(39) This model.....	R-17G	7 00	(43) Instrument time last 30 days.....	0 00
(40) Last 90 days.....		12 25	(44) Night time last 6 months.....	0 00
(41) Total.....		12 25	(45) Night time last 30 days.....	0 00

AIRCRAFT DAMAGE

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

(50) Weather at the time of accident _____

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

(52) Cleared from _____ (53) To _____ (54) Kind of clearance _____

(55) Pilot's mission _____

(56) Nature of accident _____

(57) Cause of accident _____

RESTRICTED

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

Accident No. 45-11-16-527

RESTRICTED

(1) Place Stratford (2) Date 16 November 1944 (3) Time 1430
AIRCRAFT (4) Type and model B-17G (5) A. F. No. 42-97941 (6) Station AAF Station 106
Organization: (7) 8th (8) 384th Bomb (H) (9) 545th Bomb (H)
(Command and Air Force) (Group) (Squadron)

DUTY	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	Hunt, John H., Jr.	P	0-760853	1st Lt	18	AC	8th	W11	W11
CP	Touton, William F.	P	0-770844	2nd Lt	18	AC	8th	W11	W11
N	Jenovic, Lawrence J., Jr.	N	0-723092	2nd Lt	18	AC	8th	W11	W11
GEN	Bell, Albert (NMI)	N	0-887078	1st Lt	18	AC	8th	W11	W11
B	Kaba, Robert L.	B	0-716902	2nd Lt	18	AC	8th	W11	W11
R	Fuerstenau, Paul W.		17129910	T/Sgt	38	AC	8th	W11	W11
TT	Ramos, Jesus G. T.		38458250	T/Sgt	38	AC	8th	W11	W11
BT	Schultz, Blaine S.		35771838	S/Sgt	38	AC	8th	W11	W11
TG	Vargas, Juan P.		19148513	S/Sgt	38	AC	8th	W11	W11
EG	Idm, Clifford L.		33609501	S/Sgt	38	AC	8th	W11	W11

(20) Hunt, John H., Jr. (21) 0-760853 (22) 1st Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th (26) 384th Bomb (H) (27) 545th Bomb (H) (28) AAF Station 106
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th (30) 384th Bomb (H) (31) 545th Bomb (H) (32) AAF Station 106
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5 Dec 43 Present rating (35) Pilot (36) 5 Dec 43 Instrument rating (37) 24 May 1944
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 441.55 (42) Instrument time last 6 months 4.30
(39) This model B-17G 104.35 (43) Instrument time last 30 days 0.00
(40) Last 90 days 180.25 (44) Night time last 6 months 21.45
(41) Total 583.05 (45) Night time last 30 days 0.00

AIRCRAFT DAMAGE

DAMAGE	1	2	3	4	(46) LIST OF DAMAGED PARTS
(46) Aircraft	1				Left wing destroyed from #1 Engine out. Left wing and fuselage buckled at junction of wing and fuselage.
(47) Engine(s)	1				
(48) Propeller(s)	1				

(50) Weather at the time of accident 9/10ths low cloud at 2500 feet, visibility 2500 yards, wind west - southwest at ten miles per hour

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from AAF Sta. 106 (53) To Combat (54) Kind of clearance Operational

(55) Pilot's mission Operational

(56) Nature of accident Landing accident - A/C #43-38821 landed long and collided with A/C #42-97941, which was turning off end of runway.

(57) Cause of accident Pilot of A/C #43-38821 displayed poor technique by landing long and poor instrument by not going around. He again displayed poor technique by not employing (old short field procedure

REPORT OF AIRCRAFT ACCIDENT

(1) Place Stratford (2) Date 16 November 1944 (3) Time 1130
 AIRCRAFT: (4) Type and model B-17G DO (5) A. F. No. 42-97941 (6) Station AAF Station 106
 Organisation: (7) 8th (8) 38th Bomb (H) (9) 545th Bomb (H)
 (Command and Air Force) (Group) (Squadron)

DUTY	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	Hunt, John H., Jr.	P	0-760853	1st Lt.	18	AC	8th	Nil	Nil
CP	Touton, William F.	P	0-770844	2nd Lt.	18	AC	8th	"	"
M	Jancovic, Lawrence J., Jr.	M	0-723092	2nd Lt.	18	AC	8th	"	"
OBW	Bell, Albert (NM)	M	0-887078	1st Lt.	18	AC	8th	"	"
B	Wheeler, Robert L.	B	0-716902	2nd Lt.	18	AC	8th	"	"
R	Fuerstenau, Paul W.		17129910	T/Sgt	38	AC	8th	"	"
TF	Ramos, Jesus G. T.		38458250	T/Sgt	38	AC	8th	"	"
BT	Schultz, Blaine S.		35771838	S/Sgt	38	AC	8th	"	"
TG	Vargas, Juan P.		19118513	S/Sgt	38	AC	8th	"	"
EG	Idm, Clifford L.		33609501	S/Sgt	38	AC	8th	"	"

(20) Hunt, John H., Jr. (21) 0-760853 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th (26) 38th Bomb (H) (27) 545th Bomb (H) (28) AAF Station 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)
 Original rating (33) Pilot (34) 5 Dec 43 Present rating (36) Pilot (37) 5 Dec 43 Instrument rating (38) 21 May 1944
 (Rating) (Date) (Rating) (Date)

First Pilot Hours:
 (at the time of this accident)

(38) This type B-17 441:55 (42) Instrument time last 6 months 4:30
 (39) This model B-17G 403:25 (43) Instrument time last 30 days 0:00
 (40) Last 90 days 380:25 (44) Night time last 6 months 21:45
 (41) Total 583:05 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE 104 12/2/44

DAMAGE	1	2	3	4	(49) LIST OF DAMAGED PARTS
(44) Aircraft	1				Left wing destroyed from #1 Engine out. Left wing and fuselage buckled at junction of wing and fuselage.
(47) Engine(s)					
(48) Propeller(s)					

(50) Weather at the time of accident 9/10ths low cloud at 2500 feet, visibility 2500 yards, wind west - southwest at ten miles per hour

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from AAF Sta. 106 (53) To Combat (54) Kind of clearance Operational
 (55) Pilot's mission Operational

(56) Nature of accident Landing accident - A/C #13-38721 landed long and collided with A/C #42-97941, which was turning off end of runway.

(57) Cause of accident Pilot of A/C #13-38721 displayed poor technique by landing long and poor judgement by not going around. He again displayed poor technique by not employing a modification of the short field landing procedure (old short field procedure is not advocated because of danger of nosing over B-17G). The situation was augmented when the co-pilot interfered with the pilot's decision to turn the aircraft off the runway where a safe stop might have been negotiated.

(58) Has form 54 been submitted? No. RESTRICTED

(57) Cause of accident _____

CONFIDENTIAL

STATEMENT BY 1ST LT J. H. HUNT, PILOT OF A/C 42-97941, CONCERNING ACCIDENT IN WHICH PILOT AND A/C WERE INVOLVED ON 16 NOVEMBER 1944.

We peeled off and landed normally behind the Squadron lead aircraft and rolled to the end of the runway. The lead aircraft taxied on to the perimeter track. I was about to follow when my left outer wing panel was rammed by Lt. Green.

We had peeled off from approximately 800 feet with visibility approximately 2000 yards. Just before setting down I saw a flare fired from the caravan but passed it before determining its color or discovered its purpose. At the time, I presumed it to be an aid in locating the runway for the succeeding aircraft.

J. H. Hunt
J. H. HUNT,
1st Lt, Air Corps,
Pilot.

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STATEMENT BY 2ND LT W. F. TOUTON, CO-PILOT ON A/C 42-97941, CONCERNING
ACCIDENT INVOLVING ABOVE A/C WHICH OCCURRED ON 16 NOVEMBER 1944.

We made a normal peel-off and landed. Upon reaching the end of the runway, we had to wait for Captain Minor to clear the runway to the left. It was during that time that Lt. Green's plane crashed into us. After we saw what had occurred and noticed that there were other ships coming in to land, we taxied to the dispersal.

W. F. Touton

W. F. TOUTON,
2nd Lt, Air Corps,
Co-Pilot.

RESTRICTED

~~CONFIDENTIAL~~

CONFIDENTIAL

To the Officer Commanding,
No. 22 O.T.U. SATELLITE,
Stratford.

16th November 1944.

Sir,

I, 840567, Sgt. Lombardini, R. Airfield Controller, have to report that whilst on duty on the 16th November 1944, at between 1424 hrs. and 1520 hrs. forty five Flying Fortresses landed on Runway 19.

These aircraft made their approach and landed in groups. Numerous Red Veres were fired when the runway was obstructed but all were ignored.

Three aircraft approached together, the second and third aircraft touching down before the first aircraft had cleared. The third aircraft touched down well up the runway almost opposite the Watch Office and came into collision with the first aircraft. A red veres was fired after the aircraft had landed.

I have the honour to be

Sir,

Your obedient servant.

(Signed) R. Lombardini. Sgt.

Certified true copy of
Airfield Controller's Statement.

A. J. CLAYTON, F/O.

This is a certified true copy.


GEORGE H. KOEHNE, JR.,
Major, Air Corps,
Operations Officer,
384th Bombardment Group (H).

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CONFIDENTIAL

To W/C Patrick, DFC.
From F/O Clayton, 159306.
Date. 16th. November 1944.
Subject. Diversion of Fortresses.

Sir,

I have the honour to report a collision between two Fortresses during a diversion to this Airfield.

Whilst on duty as Flying Control Officer on Thursday, 16th. November 1944, 45 Fortresses landed between 1425 hrs. and 1521 hrs.

These A/C landed very rapidly, and, at times, 3 A/C were on the runway together. In one instance, 3 A/C approached together, and, despite "reds" fired by the Airfield Controller, landed.

The third A/C touched down opposite the Control Tower, was unable to stop in time, and after swinging to port, struck the A/C in front which had not cleared the runway, causing damage to both A/C. There were no casualties.

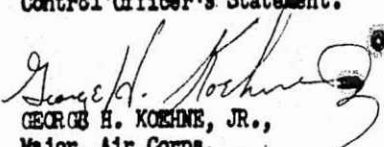
I have the honour to be

Sir,

Your obedient servant.

(Signed) A. J. Clayton, F/O.

Certified true copy of
Control Officer's Statement.


GEORGE H. KOEHN, JR.,
Major, Air Corps,
Operations Officer,
384th Bombardment Group (H).

RESTRICTED
CONFIDENTIAL



GAO-384-104-3X(22 JAN 45) (AK 43-38721 B:7G)



(GAD-87-2-384X20-Nov 44X9/c338721-Taxi Accident.)



GAP 384-K-28223 5V 43 38721 B 110



(GAD-87-1-384X20-40-44X9/328721-Taxi Accident)