

WAR DEPARTMENT
U. S. ARMY AIR FORCES

Accident No. _____

REPORT OF AIRCRAFT ACCIDENT

6400
46-12-10-503
28
N

(1) Place St. Andre la Cote, 16 miles SW Lyon. (2) Date 10 December, 1945 (3) Time 1815A
AIRCRAFT: (4) Type and model B-17G D C (5) A. F. No. 43-39236 (6) Station AAF Station 195 Y 300
Organization: (7) USAFE (8) 38th B.G. (H) (9) 56th Bomb Squadron (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)
01 P	Ahner, Lewis R.	P	0-823211	1st Lt	18 3	AAF	USAFE	Major	None
02 CP	Bragg, Wilton C.	P	0-782140	2nd Lt	18 3	AAF	USAFE	Major	None
03 N	Massicotte, Desire L.	N	0-2077891	2nd Lt	18 3	AAF	USAFE	Killed	None
04 RO	Andrews, Alexander W.	RO	32955399	S/Sgt	38 3	AAF	USAFR	Killed	None
05 E	Miner, Fredrick B.	E	35533333	S/Sgt	38 3	AAF	USAFE	Major	None
06 X	Blagg, John A.	P	0-779085	1st Lt	18 3	AAF	USAFE	Killed	None
07 X	Tarro, John P.	P	0-786366	2nd Lt	18 3	AAF	USAFE	Killed	None
08 X	DeClarks, Norman D.	O	0-106180	1st Lt	18 3	AAF	USAFE	Killed	None

O. K. ORDER FILES
BY [Signature]

PILOT CHARGED WITH ACCIDENT

(20) Ahner, Lewis R. (21) 0-823211 (22) 1st Lt (23) 18 (24) AAF
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) USAFE AFE (26) 38th B.G. (H) (27) 56th Bomb Squadron (28) AAF Station 195
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) Same (30) Same (31) Y 300 (32) Y 300
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 8 Feb. 44 (35) Pilot (36) 8 Feb. 44 Instrument rating (37) 9 June 45
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type OR - (39) Instrument time last 6 months TO. - 1
(39) This model 356:30 (40) Instrument time last 30 days 42:45
(40) Last 90 days 91:00 (41) Night time last 6 months 7:45
(41) Total 793:45 (42) Night time last 30 days 1:30

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W W W W</u>	
(47) Engine(s) <u>W W W W</u>	
(48) Propeller(s) <u>W W W W</u>	

(50) Weather at the time of accident Overcast - 2000 Ft. Base - 4500 Ft. Tops. Y FOG

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

(52) Cleared from Only (53) To Lyon (54) Kind of clearance Radio IFR-6000 Ft.

(55) Pilot's mission Transportation of personnel for leave and redeployment.

(56) Nature of accident Crashed into mountain top sixteen (16) air miles Southwest of Lyon radio range station.

(57) Cause of accident Aircraft was let down on wrong leg of beam.

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2-13-46 RECORDED 2-B-K

Form 14 has been submitted? No

DESCRIPTION OF ACCIDENT

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

Aircraft 43-39236 cleared for Strasburg, unable to land, proceeded to Le Havre, Enroute cleared through Orly for weather at Le Havre at 1227Z. The aircraft then proceeded from Le Havre to Orly Field, Paris to R.O.N., because of unserviceability of Istres Field after hours of darkness. Orly radio advised that Orly Field was closed and diverted the aircraft to Lyon at 1517Z to contact the Lyon radio 25 miles Northwest of Lyon range station. Weather at Orly at 1500Z was estimated 1500 foot ceiling and the visibility was 3/4 mile; at 1530Z there was a measured 2000 foot ceiling, and one (1) mile visibility with light fog. LYON at the time reported 2000 foot ceiling and visibility of 3 miles.

At Lyon the pilot requested landing instructions on 'C' channel. He was referred to 6440kc for weather information then was referred back to 'C' channel for range letdown instructions. Instructions were given by Lyon Radio to let down on the West leg of the range for a period of four (4) minutes. At the end of 2 1/2 minutes the pilot requested the direction of procedure turn. The range operator said that this problem had never presented itself before and for the Pilot to use his own discretion. The pilot remembers his Navigator being emphatic about making a turn to the right and also claims the range operator said to make the procedure turn to the right. At the end of only three (3) minutes he made a 45 degree turn to the right coming out on a heading of 320 degrees. This is when he heard a scraping noise, glanced from his instruments, saw the trees and tried to pull up meanwhile shouting into the radio for his crew to hear, "I just missed some trees".

The pilot and co-pilot agree perfectly with each other in regard to the sound of the beam and that the cone of silence was determined by the compass needle.

UNDERLYING CAUSE: Improper handling of aircraft by ground personnel.

MAJOR CAUSE: Undetermined.

MINOR CAUSE: Questionable technique.

RESPONSIBILITY:
Other personnel - 50 percent.
Undetermined - 38 percent.
Pilot error - 12 percent.

RECOMMENDATION: That all pilots be cognizant of the fact control personnel proficiency is not as high a calibre as during war, and that their technique and judgement be even more proficient.

That all control personnel be informed as to the true status of airfields at all times.

That all control personnel place special emphasis on dispensing correct procedure to aircraft.

That proper logging of all contact with aircraft or control section be accomplished.

That up-to-date Let-down Charts be made available to all stations.

2 - B - K

Aircraft Accident Committee:

Sidney M. Carter
SIDNEY M. CARTER,
Major, Air Corps,
Pilot - President

John W. Poulton
JOHN W. POULTON,
1st. Lt., Air Corps,
Pilot - Member.

Laurence J. Cass
LAURENCE J. CASS,
Captain, Air Corps,
Engineering Officer - Member.

Edmett P. Madigan
EDMETT P. MADIGAN,
1st. Lt., M.C., *
Avn. Med. Examiner - (ex-officio)

Gerald H. Feille
GERALD H. FEILLE,
1st. Lt., Air Corps,
Intelligence Officer - (ex-officio)

Signature _____
(Investigating Officer)

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HEADQUARTERS
AAF STATION NO 195
Office of the Investigation Board

AFPO 633,
28 December, 1945.

SUBJECT: Statement of Non-availability.

TO : Whom it Concerns.

1. Forms 1 and 1A, of B-17G #43-39236, are not available for submission with Form 14 due to the total destruction of the front part of the aircraft by fire.

2. Form 23 is not available, clearance was filed by radio by Orly Control.

Sidney M. Carter

SIDNEY M. CARTER,
Major, Air Corps,
Pres, Accident Board.

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Incl 10'

HEADQUARTERS
547TH BOMB SQUADRON (H)
384TH BOMB GROUP (H)
Office of the Commanding Officer

APO 633
20 December, 1945

SUBJECT: ACCOUNT of INSTRUMENT LET-DOWN of AIRCRAFT 43-39236.

TO : WHOM IT MAY CONCERN.

1. The following is a statement of the pilot of aircraft 43-39236, on the instrument let-down instructions, and accident on 16 December 1945.

a. We were approaching Lyon radio from the east and called for normal instrument let-down instructions. We first called on "C" channel VHF, and were informed to call on sixty four forty (6440) Kcs. for the information. We called on sixty four forty (6440) Kcs. and were informed to call on "C" channel VHF for instrument let-down instructions. We called on "C" channel VHF and the range operator advised us to let down on the west leg of the beam and to call when over the high cone.

b. We were approaching the cone at five thousand (5,000) feet, approximately five hundred (500) feet on top of the overcast. As we passed over the high cone which was indicated by the radio compass needle only, and no audible cone of silence, we turned to a westerly heading, called the radio range station and informed them of our position and that we were starting our let-down. We picked up the west leg of the beam and started our let-down as instructed, at five hundred (500) feet per minute, and one hundred and fifty five (155) miles per hour. We were instructed to fly out for three (3) minutes and make our procedure turn-around and come back to the cone. At this time we were given the ceiling as two thousand (2,000) feet.

c. After flying out on the west leg of the beam for two and one half (2 and 1/2) minutes we called for the direction of the turn, and at that time the navigator broke in and said, "For God's sake do not turn to the left, because of the high hills." The radio range operator advised us to make the turn to the right. We turned to a heading of three hundred and twenty (320) degrees, at the end of three (3) minutes. At this time I heard a scraping noise and looked up from the instruments and saw the trees. I tried to pull up sharply, but it was too late, and we hit.

2. The undersigned hereby certifies that this is a true statement as delivered by the pilot of aircraft 43-39236, concerning the accident and the date on which it occurred as stated in paragraph one (1).

Donald O. Funk
DONALD O. FUNK,
CAPT., AIR CORPS,
COMMANDING.

Incl 2

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14th Legion

Company of the Rhone

Section of GIVORS

Brigade of MORNANT

No. 555 of 10/12/45

OFFICIAL REPORT relative to information concerning the fall of a military aircraft (American) at Saint-Andre-La Cote, (Rhône).-
3 injured, 5 dead.-

COPY

Copy certified exact with the original.-

MORNANT, December 13, 1945.
Gendarme VINCENT, commanding previously the Brigade:

(Signed C. Vincent
(Seal: National Gendarmerie
MORNANT))

CERTY COPY

COPY certified exact with the above copy.

Sidney M. Carter
SIDNEY M. CARTER,
Major, Air Corps,
Operations Officer.

NATIONAL GENDARMERY

This day, December 10th, One thousand nine hundred and forty-five, at nineteen hours,

We, the undersigned, ARNOUX, (André),
MARION, (Rene),
VINCENT, (Claudius),
ROGIER, (Henri),
and ROSSILLE, (Andre),

gendarmes, in the residence of MORNANT, department of the Rhone, wearing our uniform, and in conformity with orders from our Chiefs;

In our barrack, we are notified by phone through the Mayor of the Commune of St. Andre-La-Cote (Rhône), that an American aircraft has just crashed out against the mountain and that there were several victims.

We immediately inform by phone our Commanding Officer of Section;- the 14th Aerial Region, at LYONS; The Air Safety at BRON, and the Military Subdivision at LYONS.

We, afterwards, go immediately on the spot, accompanied by our Chief commanding the Section. The aircraft is burning and we learn that three members of the equipage are gravely injured and 3 others are dead. On the instigation of the Mayor, the three injured boys are transported at once to the domicile of Mr. PRAT, the dwelling next to the place of accident, and where Doctors FERRIN and DOLLAY of St. MARTIN-en-HAUT (Rhône), and Miss Suzanne CLERMONT, Doctor, at St. DIDLER s/Riverie, (Rhône), are giving first care to them.

We immediately insure the watching of the plane and have the three bodies transported to the Town Hall of St. Andre-La-Cote.

At about 23 hours, two Ambulances, sent by the Sanitary Service of LYONS, have taken to the Hospital of Les Genettes injured men and the deceased.

At about 3 hours in the morning, the Military Police, arrived on the spot and with the help of their projectors we still discover in the remainders of the airplane, partly burnt, the calcined bodies of two other aviators. At 15 hours an American Ambulance, accompanied by Military Police, takes possession of the two bodies and inform us that it is no more necessary for us to insure the supervision of the remainders of the aircraft.

CONDITION OF THE PLACE

The aircraft has fallen into a weed which has a very rapid declivity; it is called "Le Chatel" territory of the Commune of St. Andre-La-Cote (Rhône).

Incl 6

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The place where the airplane fell down is at about 1 kilometer, North of the country. The soil and trees are covered with hear-frost, and the darkness of the night is intensified by a thick fog.

-----VERIFICATIONS-----

In the wood of "Le Chatel", at 5 meters from the border North, the aircraft: and American four meters, is crushed and, by its situation, its working direction is set towards North-North-East-South-South-West. All the front is blazing, the only things which are not touched by the fire are the tail and five meters of framework. That part of the aircraft is entirely separated from the remainder of the airplane. The fixed plan bears the number 4/339236, and on the intact part of the framework one can read the inscription: "BETTY". On the right and left, the extremities of the leaves lie in a mass of scrap-iron. From the whole front, in the flames, it can be seen that the meters have been projected; one of them at 20 meters, two at 10 meters, and the fourth one at 50 meters. Gasoline containers lie everywhere.

That part of the wood has not many trees. Several small trees are torn away or broken. 100 meters lower and to the North-North-East, two big trees of about 25 meters are decapitated. At that place a few remainders of the aircraft are found. At 50 meters from the point of the fall, the ground is deeply ploughed.

In preceeding to the investigation, we receive from the persons hereafter designated the following declarations:

At 21 hours, Mr. MULIER, Pierre, 44 years old, laborer, at Saint-Andre-La-Cote (Rhône).-

"I cannot give you any information on the direction of the aircraft which met with an accident, as I did not even hear it. Having learned through the public rumor the said accident I immediately went on the spot where, already, Mr. FERLAY sen and CHIPPIER Claudius, of RONTALON, were. I believe they had taken out from the ruins which were burning: 3 injured men and 3 deads.

Speaking a few English I have been able to talk with one of the injured boys, and American, who told me he was assistant pilot in the aircraft.

"The latter declared me that the accident was due to ice, that they were 8 on board, and that they were going from Marseille to Paris: that's all I can say".

Reading made out, persists, and signs.

At 23 hours, Mr. FERLAY, Albert-21 years old, laborer, at RONTALON (Rhône), place called "Surjen":-

"At about 18 hours, I was in the yard of my dwelling, and I heard the noise of an airplane which did not seem to be at a great altitude, coming in direction of LYONS. Seeking to see it, I suddenly saw it, very visible by its Three lights sparkling. The said aircraft did not appear to me to meet with difficulties for its meters functioned normally, in my opinion. A few time afterwards, having lost sight of said airplane on account of the fog, I heard a crash and a strong explosion: at once I saw big flames. That aircraft has percussed at about 1.500 meters from my home. 104

"Immediately I went on the spot where I arrived at the same time as Mr. CHIPPIER, Claudius, laborer, at the Hamlet of "Blanc". 6-

"In arriving, I called and voices coming from the ruins replied. With My comrade CHIPPIER we immediately tried to help the accidented boys. So we took out from the fire three injured and three bodies.

"Seeing no more out of them, I went to Saint-Andre-La-Cote, in order

"to notify the Mayor"

Reading made out, persists, and signs.

On the 11th, at 8 hours, Mr. CHIFFIER, Claudius, 46 years old, laborer, as CHAUSSAN (Rhens), place called "Blanc".-

"At about 18 hours I heard the snoring of an aircraft seeming to be at a very weak altitude. A few seconds after I saw it passing over the hamlet, going in direction of the "Chatel". I cannot precise to which altitude it was but I immediately thought that it was too low to go over the hill. At the very moment, whereas I had lost sight of the plane on account of the fog, I heard an explosion and a fracas appearing to be broken trees; at the same time, I saw a big glimmer.

I immediately went in direction of that glimmer and arrived on the place where the accident happened, about fifteen minutes after, and at the same time as Mr. FERLAY, Albert. The airplane was blazing. We afterwards helped the equipage and have been successful enough to get out of the ruins three injured and 3 dead.

When the aircraft passed over my home it was at a very weak altitude, but its meters seemed to function normally, and in my opinion it was not in difficulty."

Reading made out, persists and signs.

At 9 hours 30, Mr. VILLE, Albert-27 years old, laborer, at Saint-Andre-La-Cote, (Rhens).-

"At about 18 hours, I came back from St-Martin-en-Haut and was at the place called "Pierres Lengues", Commune of St-Andre-La-Cote, when I saw a big glimmer in direction of the "Chatel" and I heard a great explosion. I went to the village and gave the alarm; then came Mr. FERLAY who furnished the first information on the accident which just happened.

With numerous inhabitants of the village I immediately went on the spot where three injured men and three dead were already out of the ruins. The airplane was entirely burning. I cannot say anything about the working of the aircraft nor regarding the working of meters before the fall."

Reading made out, persists, and signs.

At 10 hours 30, Mr. FLACHARD, Jean-Claude, 46 years old, Mayor of the Commune of Saint-Andre-La-Cote (Rhens). 104

"At about 18 hours 30, Mr. FERLAY, of BONTALON, arrived at my home and declared that an American aircraft had just crashed on the territory of the Commune called the "Chatel", and that he had - with the help of Mr. CHIFFIER - drawn out of the ruins of the airplane which was burning: three injured men and three dead; but that afterwards they could do no more, on account of the violence of the increasing fire.

The inhabitants of the village went immediately on the spot and

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"could only at that time transport the injured boys at Mr. PRAT's, the dwelling next to the accident's place. I at once notified the Gendarmerie and Doctors FERRIN AND DOLLAY, of St-Martin-en-Haut, who arrived a few time after, to give their care to the injured.

I cannot say anything on the causes of the accident, the airplane did not passed over the village and having percussed to the soil on the opposite declivity of the borough."

Reading made out, persists, and signs.

The three American aviators, unjured, have pastively escaped from death through the help of Messrs. CHIPPIER, Claudius, laborer at CHAUSSAN, Place called "Blanc" (Rhene), and FERLAY, Albert, laborer, from the "Surjen" at RONTALON, (Rhene), who- in defiance of danger- have proven abnegation, cold blood and a great courage, in taking out from the airplane blazing and out of numerous explosions these three soldiers, and in sparing calcination of the three bodies of their comrades killed on the spot.

Mr. CHIPPIER gives us the bag containing various papers from the airplane that he has been successful enough to draw out of the fire. In our turn we hand over the said bag, against receipt, to the Military Police of LYONS.

On December 12, 1945, at 16 hours, gendarme VINCENT, accompanied the investigating officers of the American Aerial Army, and received from the person designated below the following declaration:

Mr. PIEGAY, Louis, 32 years old, laborer, at St. Andre-La-Cote, (Rhene).-

"I cannot say to-day exactly the prejudice which has been caused to my wood located at the "Chatel" by the American aircraft which crushed into it on Monday, 10th instant, at 18 hours.

After a survery being made, I will send to the U.S. Claims Office, 11 Rue Grelee, at LYONS, the amount of the damage as it has been agreed upon with the officers of the American Aerial Army who came and visited me this day.

I decline all responsibilities for the disappearances in any kind which can happen to the remainders of the airplane."

Reading made out, persists, and signs.

Any other information enabling to ascertain the causes of the accident has been gathered.

In witness Whereof we submit the present official report, in:

The first one to the Commanding Officer of the Military Four sendings.-Subdivision at LYONS.

The second to the Prefect of the Rhone at LYONS

The third to the Aerial Police Commissioner, 3rd Section, at BRON, 104

The fourth to the archives.

Done and closed at MORNANT, th day, month, and year elsewhere mentioned.

Signed:	Signed:	Signed:	Signed:	Signed:
ARNOUS	MARION	VINCENT	ROGIER	ROSSOLE. - 8-

HEADQUARTERS
AAF STATION NO. 195
Office of the Intelligence Officer

APO 633
22 December 1945

360.33

SUBJECT: Intelligence Officer Member's Separate Report.

TO : Commanding General, AAF, Winston-Salem 1, North Carolina.
(ATTENTION: Chief, Flying Safety)

THRU : Commanding General, United States Air Forces in Europe, APO 633.

1. Following information submitted in accordance with USAFE Regulation 62-1, dated 1 November 1945:

a. Aircraft 9236 cleared for Strasbourg, unable to land, proceeded to LeHavre. Enroute, cleared through Orly Field for weather at LeHavre at 1227Z. The aircraft then proceeded from LeHavre to Orly Field, Paris, to ~~RON because of unserviceability at Istres Field after hours of darkness.~~ Orly radio advised that Orly Field was closed and diverted the aircraft to Lyon at 1517Z to contact the Lyon radio 25 miles from Northwest of Lyon range station. Weather at Orly at 1500Z was estimated 1500 foot ceiling, and the visibility was 3/4 miles; at 1530Z there was a measure 2000 foot ceiling and one (1) mile visibility with light fog. Lyon, at the time, reported 2000 foot ceiling and visibility of 3 miles. At Lyon the pilot requested landing instructions on "C" channel. He was referred to 6440KC for weather information then was referred back to "C" channel for range letdown instructions. Instructions were given by Lyon radio to let down on the West leg of the range for a period of four (4) minutes. At the end of 2 1/2 minutes the pilot requested the direction of procedure turn. The range operator said that this problem had never presented itself before and for the Pilot to use his own discretion. The Pilot remembers his Navigator being emphatic about making a turn to the right and also claims the range operator said to make the procedure turn to the right. At the end of only three (3) minutes he made a 45 degree turn to the right coming out on a heading of 320 degrees. This is when he heard a scraping noise, glanced from his instruments, saw the trees, and tried to pull up, meanwhile shouting into the radio for his crew to hear "I just missed some trees". The Pilot and Co-pilot agree perfectly with each other in regard to the sound of the beam and that the cone of silence was determined by the compass needle.

b. In view of the above evidence and after further investigations of all circumstances, on my part, it is my opinion that no evidence of sabotage was involved in this accident.

Gerald H. Feille 104
GERALD H. FEILLE
1st Lt, Air Corps
Intelligence Officer - 9-
Ex-Officio

Incl 9'

AT 1650 Z, 10 DEC. 1945 I RECEIVED A
CALL FROM ARMY #9236, B-17 APPROACHING
DRON FIELD FROM THE EAST AT 6000 FT
REQUESTING LANDING INSTRUCTIONS. HIS CONTACT
WITH ME WAS ON 'C' CHANNEL (VHF) 128.16 MEG
HE WAS INSTRUCTED TO CALL LYON TOWER
FOR LANDING INSTRUCTIONS. WHEN THE AIRCRAFT
CONTACTED LYON TOWER, THEY REFERRED HIM
TO LYON RADIO FOR INSTRUMENT APPROACH
PROCEDURE.

I GAVE THE AIRCRAFT INSTRUCTIONS FOR INSTRUMENT
APPROACH ON THE WEST LEG OF THE LYON
RANGE. ALSO I GAVE HIM THE LYON
ALTIMETER SETTING, CEILING, VISIBILITY AND
FIELD ELEVATION, WHICH WAS AS FOLLOWS
ALTIMETER - 3048, CEILING 7000 FT, 104
VISIBILITY - 3 MILES, FIELD ELEV. 642 FT.

AT APPROXIMATELY 1700 Z ARMY 9236
PASSED OVER THE HIGH CONE AT 5000 FT
PROCEEDING ON THE WEST LEG OF THE
LYON RANGE, A MAGNETIC HEADING OF 281°
BEGINNING HIS LETDOWN.

AT APPROXIMATELY 1710 Z ARMY 9236

REPORTED OVER THE CONE AT 2900 FT
BEGINNING A PROCEEDURE TURN.

ALMOST IMMEDIATELY AFTER THIS
HE ADVISED ME THAT HE WAS GOING TO
CLIMB BACK TO 3000 FT. ALSO HE SEEMED
SUDDENLY ALARMED AND MENTIONED SOMETHING
ABOUT JUST MISSING SOMETHING, WHICH
WAS THE LAST CONTACT WITH THE
AIRCRAFT.

John James Thatcher

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RANGE OPERATOR

10 DECEMBER, 1945

SUBJECT: ACCIDENT REPORT INVOLVING R9236 B17.

1. FLIGHT PLAN--INFORMATION WAS RECEIVED BY PHONE FROM PARIS JATC CENTER. AIRCRAFT WAS ORIGINALLY PLANNING TO LAND AT ORLY FIELD, BUT WAS DIVERTED TO LYON BECAUSE OF BAD WEATHER CONDITIONS AT ORLY FIELD. PARIS JATC ADVISED THAT THE AIRCRAFT WAS CRUISING AT 6000 FEET SOUTH BOUND AND HAD BEEN CLEARED TO 25 MILES NORTH WEST OF LYON. THE AIRCRAFT WAS ESTIMATED OVER THE LYON RANGE STATION AT 1630 Z.

2. WEATHER AT LYON--
1600Z 10/10 OVERCAST AT 2000 FEET, 3 MILES VISIBILITY, WIND N W VELOCITY 12, ALTIMETER 30.11
1700Z 10/10 OVERCAST AT 2000 FEET, 3 MILES VISIBILITY, WIND N W VELOCITY 12, ALTIMETER 30.12

3. JATC TRAFFIC CLEARANCES--AT 1627Z THE MARSEILLE JATC CENTER ISSUED THE FOLLOWING CLEARANCE TO THE LYON RANGE STATION BY PHONE FOR DELIVERY TO R9236; "R9236 CLEARED TO THE LYON TOWER, INITIAL APPROACH FROM 6000, FINAL APPROACH ON THE SOUTH LEG OF THE LYON RANGE, CONTACT LYON RADIO IMMEDIATELY UPON REACHING CTC. THE CLEARANCE WAS ISSUED BY A.S. AND WAS SIGNED FOR BY T.R. AT LYON.

4. NARRATIVE ACCOUNT OF EVENTS--IMMEDIATELY UPON RECEIPT OF INFORMATION FROM PARIS, THE FLIGHT WAS POSTED BY THE MARSEILLE JATC CENTER ON THEIR INSTRUMENT FLIGHT PROGRESS BOARDS. AIRCRAFT WAS ESTIMATED OVER THE LYON RANGE STATION AT 1630Z. MARSEILLE JATC CLEARANCE WAS GIVEN TO LYON RADIO AT 1627Z CLEARING THE AIRCRAFT TO THE LYON TOWER WITH FINAL APPROACH ON THE SOUTH LEG OF THE LYON RANGE STATION. THERE WAS NO OTHER I.F.R. TRAFFIC REPORTED IN THE LYON AREA.

AT 1640Z JATC CALLED LYON RADIO:

JATC REQUESTED TO KNOW IF R9236 HAD CHECKED OVER THE RANGE STATION ON INITIAL APPROACH.

LYON ADVISED THAT AIRCRAFT HAD RECEIVED CLEARANCE AND WAS LETTING DOWN ON THE WEST LEG.

JATC ASKED WHY AIRCRAFT WAS ON THE WEST LEG WHEN IT HAD BEEN CLEARED ON THE SOUTH LEG.

LYON STATED THAT THEY UNDERSTOOD THE CLEARANCE TO BE FOR THE WEST LEG.

JATC AGAIN READ THE CLEARANCE TO THE LYON OPERATOR, AND ASKED THE OPERATOR IF HE DID OR DID NOT COPY CLEARANCES ON PAPER.

AIRCRAFT AT THAT MOMENT STARTED CALLING LYON RADIO AND THE OPERATOR SAID HE WOULD CALL JATC LATER.

LYON DID NOT CALL BACK, SO JATC CALLED LYON AT APPROXIMATELY 1705Z. LYON ADVISED THAT R9236 HAD REPORTED OVER THE CONE AT 2700 FEET, AND THAT THE PILOT SAID THAT THERE WAS SOMETHING MISSING AND SWORE. THE AIRCRAFT THEN WENT OFF THE AIR.

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Incl 4

JATC ASKED LYON TO DEEP CALLING R9236.
JATC CONTACTED PARIS JATC AND REQUESTED THAT THEY ASK ORLY
AIRWAYS TO CALL R9236.

JATC CALLED ISTRES TOWER AND ASKED THEM TO TRY TO CONTACT R9236.
JATC CALLED AIRCRAFT SAFETY AND REQUESTED THAT THEY TRY AND
LOCATE R9236. AIRCRAFT SAFETY CONTACTED CONTINENTAL FLYING CONTROL
AT ORLY FIELD AND ASKED THEM TO TRY AND LOCATE R9236.

NEITHER LYON RADIO, ORLY AIRWAYS, NOR ISTRES TOWER WERE ABLE TO CONTACT R9236.
AT APPROXIMATELY 2130Z LYON INFORMED JATC THAT R9236 HAD CRASHED NEAR
SAINT ANDRE-LECOTE, MONANS.

5. FATALITIES AND/OR DAMAGE:—LYON REPORTED THAT THREE PERSONS HAD
BEEN KILLED AND THREE HAD BEEN INJURED. THE INJURED HAD BEEN TAKEN
TO THE PESGENETTE HOSPITAL AT LYON, PHONE 429.

SGT. HARRY A. SUFFRON
CONTROLLER ON DUTY
1200Z-1800Z

LT. JAMES C. MARSH
CONTROLLER ON DUTY
1800Z-2400Z

ALBERT H. BELL JR.
CAPT., AC
COMMANDING

I CERTIFY THIS IS A TRUE COPY •

Sidney M. Carter
SIDNEY M. CARTER,
MAJOR, AIR CORPS,
OPERATIONS OFFICER.

ARMY AIR FORCES
ARMY AIRWAYS COMMUNICATIONS SYSTEM
DETACHMENT 225, 762ND AAF BASE UNIT (132ND AACCS SQ), APO 887 GTH/gth

24 December, 1945.

SUBJECT: Certified True Extracts.

TO : Commanding Officer, 384th Bomb. Group, AAF Sta. 195, APO 633, U. S. Army.

1. As per request of 2nd. Lt. Grund, Robert O., O-786548, acting on Letter Orders, Hq, AAF Sta. 195, APO 633, U. S. Army dtd. 22 December 1945, following certified true extracts of Ground/Air logs from Detachment 225, 762nd AAF Base Unit (132nd AACCS Sq), APO 887, U. S. Army, for the 10th of December 1945 are submitted.

2. All contacts with aircraft 9236 were made on VHF, Channel C, frequency 128.16 megacycles.

3. Under column marked "Text", in inclosure one (1), remarks are written out with interpretations taken from abbreviations made in logs.

FOR: WILLIAM G. PEART
Capt., Air Corps.
Commanding

Incl: 1
VHF logs listing contacts with aircraft 9236

CERTIFIED TRUE COPY:

Sidney M. Carter
SIDNEY M. CARTER
Maj., Air Corps.
Operations Officer
384th Bomb. Group.

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202/11'

Certified VHF log extracts for 10 December 1945, Channel C, 128.16 Mags.

Time (Z)	Station	Text
1227	9236	(20 miles North of Paris B-17 from Le Tube to Le Harve request weather for Le Harve.) Wait out. (Roger).
1228	9236	Are you flying airways? (Am flying Airways) Roger, wait out.
1230	9236	Are you flying contact flying regulations? (Roger, am flying contact flying regulations) Roger, out.
1232	9236	Maintain contact flying regulations to Le Harve. Wait out for weather. (Roger out)
1504	9236	(Am three minutes off station destination Orly, am at 5000 feet, request weather) Weather given, stand by.
1510	9236	What type ship are you. How much fuel do you have and are you on top of overcast. (B-17 with 600 gallons of gas and flying 800 feet on top) Roger, stand by.
1517	9236	Orly advises Orly closed and forecasted to get worse, you are clear to Lyon tower at 6000 feet. (How about using the range, we have passengers for Orly). The other is going to Villacoublay. (How about us landing there, is it open?) Wait.
1519	9236	Orly operations advises Orly closed Villacoublay will not accept you, you are diverted as before, give ETA over Cognac. (Roger ETA 1621) Roger out.
1549	9236	(Request Lyon weather.) Roger wait.
1551	9236	Lyon 1400Z observation, ceiling 2-3000, visibility 4 to 6 miles. (Roger).
1812	9236	Unable to contact aircraft.
1918	9236	No answer.

DEC 10 1945

AACS - JATC
TRAFFIC CLEARANCE FORM

TO LY-R FLT. ID/FCN R-9236

OUT OF CNTRL AREA _____ FD
 OVR _____ BRDP
 THRU _____ ENG. ST
 CRCS/FCN LYON TT
 ADVS/CLR _____ APT

1-CLRD ~~1-1~~
 2-CRS AT _____ 14-PLS SUPPLT YOUR DISCRETION
 3-CRS AT _____ WITH RESPECT TO _____
 CRS AT _____ 15-APR APRCH CLRNC AT _____
 CRS AT _____ 16-NO DELX EXPCD _____
 4-TROP _____ LHD/TURN _____ 17-DELX. INDICENT. APRCH CLRNC NOT LATER
 RIGHT/LEFT WYER TROP. _____ THAN _____
 5-DSND/CLB TO _____ 18-CTC/DEF APRCH: IF NOT PSBL _____
 INDTLY/AT PSC _____ AND DVZ. _____
 AT _____ 19-STD. INSTPT APRCH.
 APR ENTRG IFR CLDS 20-INTL APRCH FROM 60
 AND ADVZ 21-INTL APRCH ON LEG OF _____ ENG STR
 IF VSBY GOES BLO _____ MI. 22-CTC LY DO NOT WHEN CTC
 AND ADVZ 23-CTC DO FOR FURTHER CLRNC.
 6-INTN _____ 24-CLRC VOID AFTER _____
 TIL PAST _____ IS NOT DLVD BY _____
 TIL _____ IF NOT NOT OFF GROUND BY _____
 TIL DLVD BY _____ TWR 25-NEPT DLVRY INDTLY.
 WHILE ON INT. _____ DLVD AT _____
 7-INTN AT LEAST _____ 26-NEPT DLVRY AT _____
 SEPARATION FROM _____ CLRNC NOT DLVD _____
 8-HLD ON LEG OF _____ ENG BTWN _____
 AND AT _____ 27-APC IS _____
 TIL _____
 TIL DLVD BY _____ TWR _____
 9-HLD ON LEGS OF _____ ENG _____
 BTWN PNTS _____ FROM STN _____
 TIL _____
 TIL DLVD BY _____ TWR _____
 10-HLD _____ OF/AT _____ 28-ADNL TPC IS _____
 TIL _____
 TIL DLVD BY _____ TWR _____
 11-CLB/DSND PNT. _____ TO _____ 104
 IF PNT VSBY CLDS _____ MI _____
 AT ALL TIMES. IF NOT PSBL _____
 AND ADVZ. _____
 IN ACCORDANCE WITH CR: IF _____
 NOT PSBL _____
 AND ADVZ. _____
 12-NEPT INDTLY ON REACHING/LTVG _____

 EACH TSD FT LVL _____
 13-NEPT AT LIST _____ FT _____
 ADV/ELO ALL CLDS. _____

"over"

3 - FINAL APPROACH - SLEG LYON
R66.

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AS/TT 1627 Over

I certify this is a true and exact copy of the AACG JATC traffic clearance form recording clearance given to B-17 49236 on 20 December 1945 as certified by Albert H. Bell Jr., Capt., Air Corps.

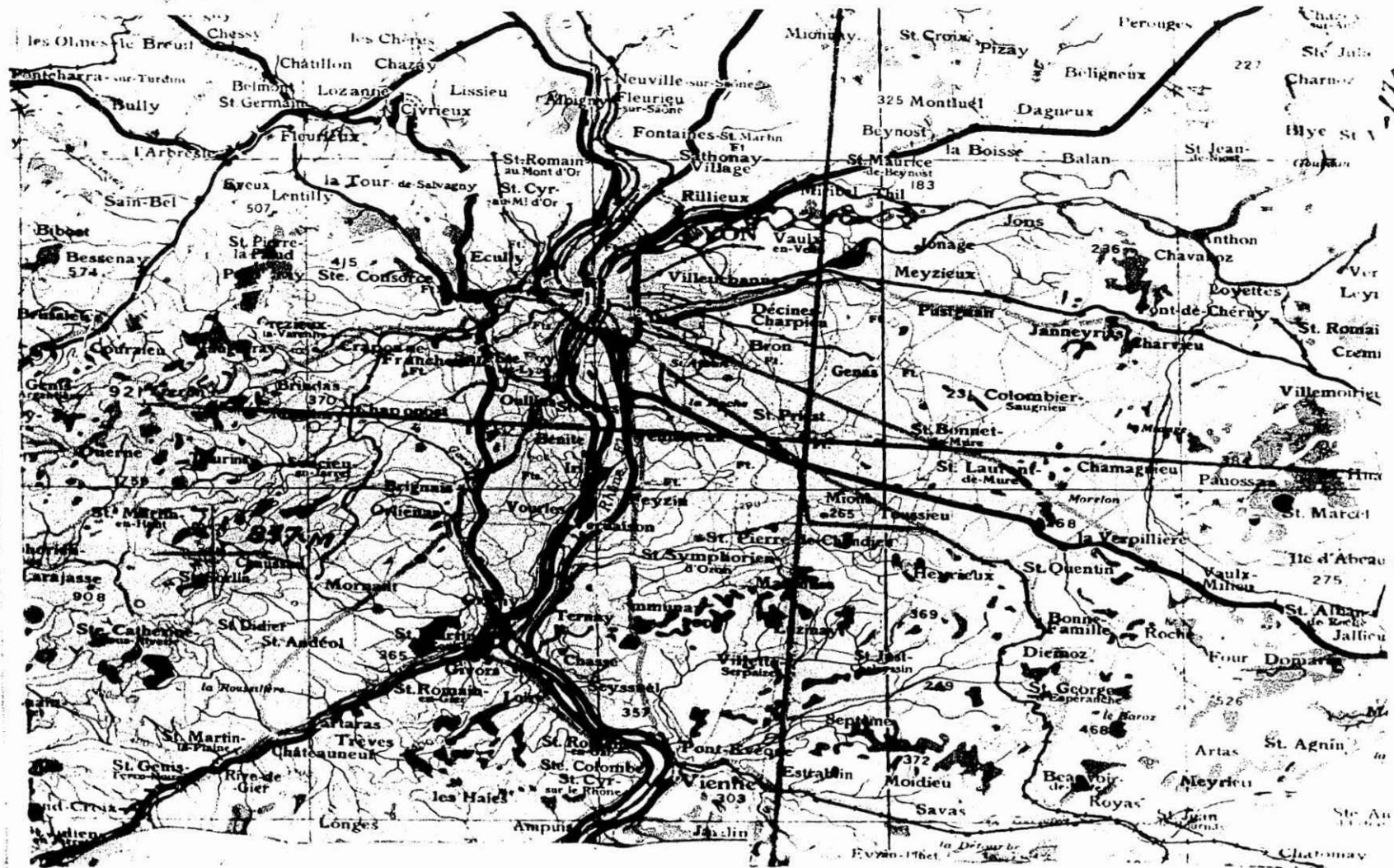
Sidney M. Carter

SIDNEY M. CARTER,
Major, Air Corps,
Operations Officer.

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411



RESTRICTED

6449

BASIC LTR: Hqs, AAF Sta No. 195, dtd 28 Dec 45, subj: "Transmittal of AAF Form 14 and Allied Papers", AHNER, LEWIS R., B-17G, 43-39236.

CF

360.33 2nd Ind. •
HEADQUARTERS, UNITED STATES AIR FORCES IN EUROPE, APO 633, US Army.

TO: Commanding General, Army Air Forces, Winston-Salem 1, North Carolina. 29 JAN 1946
(Attn: Chief, Flying Safety)

1. Report and recommendations of the Aircraft Accident Committee are approved with the following comments.

a. Through a misunderstanding the Range Operator at Lyon instructed the aircraft to let down on the west leg of the range instead of the south leg. It should be noted, however, that the aircraft crashed in the southwest quadrant of the range. Therefore, it is evident that the aircraft did not pass the cone of silence and fly out bound on the west leg making a right turn at the end of three minutes from the cone of silence as narrated by the pilot. Apparently the aircraft crossed the south leg of the Lyon Range and at some position in the southwest quadrant a false identification of the cone was made based upon deflection of the radio compass needle. This assumption is substantiated by the fact that the accident occurred approximately 16 miles southwest of the range station, this distance representing slightly over 6 minutes flying time at 155 mph. Accordingly, it is considered that an appreciable part of the "undetermined" responsibility on the AAF Form 14 should be attributed to pilot error.

2. Let-down charts are being prepared for all airfields having radio let down aids.

3. Flights for the transportation of leave and redeploying personnel have been suspended to minimize accidents of this nature.

4. No disciplinary action is contemplated in this case.

FOR THE COMMANDING GENERAL:

Harold Q. Huglin

HAROLD Q. HUGLIN
BRIGADIER GENERAL, USA
DEPUTY CHIEF OF STAFF

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09471

11 Incls: n/c (1 cy w/d)

RESTRICTED

R E S T R I C T E D

360.33 1st Ind. E-A-1/
HEADQUARTERS 40TH BOMB WING (H), APO 149; US Army, 6 January 1946.

TO: Commanding General, United States Air Forces in Europe, APO 633.
• (Att: A-3)

1. Drastic restrictive and supervisory measures to prevent recurrences have been instigated.

2. All pilots have been reminded that it is imperative to check with the Navigator as to the height of terrain and obstacles to flight in the vicinity of the range before attempting a let down on any range.

3. It is the recommendation of this Headquarters that disciplinary action be taken against the person or persons responsible for assigning the West leg of Lyon range for let down of aircraft 9236 the date of accident. Due to the geographical location of Lyon radio range the West leg of the range should never be used for let down procedure.

FOR THE COMMANDING OFFICER:

Charles D. Mitchell

CHARLES D. MITCHELL,
Captain, Air Corps,
Adjutant.

11 Incls:

- Incl 1 - AAF Form 14 (Dup)
- Incl 2 - Pilot Statement (Dup)
- Incl 3 - Range Operators Statement (Dup)
- Incl 4 - JATC Statement (Dup)
- Incl 5 - Certified copy of JATC Range Clearance (Dup)
- Incl 6 - Gendarmes Statement (Dup)
- Incl 7 - Map copy showing point of crash in reference to range (Dup)
- Incl 8 - Photographs (Dup)
- Incl 9 - Intelligence Officer Members Report (Dup)
- Incl 10 - Statement of Non-availability (Dup)
- Incl 11 - Certified True Extracts as taken from AACS Log at Orly Control (Dup)



36033

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R E S T R I C T E D

R E S T R I C T E D

HEADQUARTERS
AAF STATION NO. 195
Office of the Commanding Officer

(G-A-1)

APO 693
28 December 1945

SUBJECT: Transmittal of AAF Form 14 and Allied papers.

TO : COMMANDING OFFICER, 40th Bomb Wing (H), APO 693, U. S. ARMY.

Transmitted herewith is AAF Form 14 and Allied papers on aircraft B-17G No. 43-39236, which was involved in an accident on 10 December 1945.

FOR THE COMMANDING OFFICER:

John S. Simonsen

JOHN S. SIMONSEN
Capt, Air Corps
Adjutant

- 14 Incls:
- Incl 1 - AAF Form 14 (Trip)
 - Incl 2 - Pilot's statement (Trip)
 - Incl 3 - Range Operator's statement (Trip)
 - Incl 4 - JATC statement (Trip)
 - Incl 5 - Certified copy of JATC Range Clearance (Trip)
 - Incl 6 - Gondarres statement (Trip)
 - Incl 7 - Map copy showing point of crash in reference to Range (Trip)
 - Incl 8 - Photographs (4 sets in Trip)
 - Incl 9 - Intelligence Officer Members Report (Trip)
 - Incl 10 - Statement of Non-availability (Trip)
 - Incl 11 - Certified True Extracts as taken from AACS Log at Orly Control (Trip)



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R E S T R I C T E D

BASIC CODE SHEET

61710503

- 80176

Accident Number

GENERAL INFORMATION

Type, Model and Series

ACCIDENT TYPE		FLIGHT REFERENCE	
11	Collision with other aircraft	1	Contact
12	Collision with ground or water	2	Instrument (actual)
13	✓ Collision, other	3	Instrument (simulated)
14	Stall	9	Undetermined
15	Hard Landing		
16	Landing, wheels-up	PHASE OF FLIGHT	
17	Groundloop	01	Engines Running, not taxiing
18	Nose-up or Nose-over	02	Taxiing
19	Premature Ret. or Col. of L.G.	03	Takeoff
20	Fire on ground	04	✓ Pattern
21	Spin or Spiral	05	Final Approach and Landing
22	Abandoned aircraft	06	Go-around
23	Disintegration	07	Normal Flight
24	Explosion	08	Ground Gunnery Pass
98	N.E.C.	09	Aerial Gunnery Pass
99	Undetermined	10	Acrobatics
		11	Towing
WEATHER		98	N.E.C.
		99	Undetermined
1	Rain		
2	✓ Fog		
3	Dust, sand, smoke, or haze	FORMATION	
4	Snow	1	In Formation
5	Sleet or hail	2	✓ Not in Formation
6	Wind		
7	Wing or propeller ice	TIME OF ACCIDENT	
8	Thunderstorms	1	Day
9	Turbulence	2	✓ Night
A	Clouds		
J	NOT A FACTOR	ALTITUDE OF FLIGHT	
Y	N.E.C.	1	High Altitude
2	Undetermined	2	Low Altitude
		3	Normal Flight
		4	✓ Ground or Pattern
		9	Undetermined

CAUSE FACTORS

Pers.	UNSAFE ACTS		Viol.	UNSAFE CONDITIONS				UNDET.
	Major	Specific		Major	Specific	Minor	Defects	
25	15	12						9
01	17	28						9

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No. of Cards required *617*
 Evaluated by: *[Signature]*
 Checked by: _____
 Checked by: _____







